

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIV. No. 4534. 號二十月正年八十七百八千一英

HONGKONG, SATURDAY, JANUARY 12, 1878.

日十初月二十年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOSCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 160 & 164, Leadenhall Street. PARIS AND EUROPE.—LEON DE ROSNY, 19, Rue Monsieur, Paris. NEW YORK.—ANDREW WIND, 133, Nassau Street. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney. SAN FRANCISCO and American Ports generally.—BRAW & BLACK, San Francisco. SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore. C. HEINSEN & Co., Manila. CHINA.—SWANSON, CAMPBELL & Co., Amoy, WILSON, NICHOLS & Co., Foochow, HENDE & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WILSH, Yokohama, LANE, CRAWFORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 600,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOPKINS, Esq. Deputy Chairman.—F. D. SASSOON, Esq. E. R. BEILSON, Esq. WILHELM REINERS, Esq. W. H. FORBES, Esq. Hon. W. KAWIOW, Esq. ED. TOBIN, Esq. A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq. Manager. Shanghai, EVAN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED. On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance. For Fixed Deposits:—For 3 months, 2 per cent. per annum. " 6 " 4 per cent. " " " 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON, Chief Manager. Offices of the Corporation, No. 1, Queen's Road East, Hongkong, August 16, 1877.

Entertainment.

AMATEUR DRAMATIC CLUB OF HONGKONG.

THE MEMBERS of the above CLUB will give a Performance at the THEATRE ROYAL, CITY HALL, THIS EVENING, January 12th, 1878. When will be presented a Comedy ENTITLED "NINE POINTS OF THE LAW," to be followed by a farce by CH. SELBY, Esq., ENTITLED "Boots at the Swan."

Tickets may be had at Messrs LANE, CRAWFORD & Co. on and after Wednesday, January 2nd. Doors Open at 8.30. Performances to Commence at 9 o'clock. CHAS. C. COHEN, Hon. Secretary. Hongkong, January 12, 1878. ja13

To Let.

AN OFFICE TO LET. Apply to LANDSTEIN & Co. Hongkong, September 15, 1877.

TO LET.

NOS. 4, and 5, PRINCE TERRACE, ELGIN STREET. Apply to LANE, CRAWFORD & Co. Hongkong, July 30, 1877.

TO LET.

HOUSE No. 9, Queen's Road Central, with Godowns attached. House No. 2 and 3, Peddar's Hill. "Bianco Villa," Pok-fu-fook, Fungshui. DAVID SASSOON, SONS & Co. Hongkong, January 4, 1878.

TO LET.

THE Dwelling House and Offices No. 1, D'Almeida Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co. Three Offices, in Club Chambers. The Dwelling House No. 1, Alexandra Terrace. Apply to DOUGLAS LAPRAIK & Co. Hongkong, January 9, 1878.

For Sale.

LAMBERT, ATKINSON & CO. HAVE FOR SALE.

A LARGE ASSORTMENT OF AMERICAN COOKING & PARLOUR STOVES.

FIRE IRONS. Superior California LAMBSWOOL BLANKETS. FAIRBANK'S SCALES, from 400 lb. to 2,500 lb. BRUSSELS and TAPESTRY CARPETS, various patterns. VELVET and TAPESTRY SOFA CARPETS and RUGS. DOOR MATS. HORSE BLANKETS. Central and Pin-fire CARTRIDGE CASES. GUN-WADS, PERCUSSION CAPS.

STATIONERY, of every description. BOOKS.

WORKS OF REFERENCE. NOVELS. SCHOOL BOOKS. SHEET MUSIC and SONGS.

French APPLES, and LEMONS. SALMON BELLIES, in Kits. MACKEREL, TONGUES & SOUNDS. Family FIG PORK, and Prime Mess BEEF, in Kegs 25 lb. each. CAVIARE, SARDELLS, and Spiced ANCHOVIES. Prime American BACON and HAMS. Curing's JAMS and JELLIES Assorted. GRAHAM FLOUR, CORN MEAL, RYE MEAL, &c., &c. Canned Dessert FRUITS. Compressed CORNED BEEF, and BEEF TONGUES. PICKLED SALMON, in Quantities to suit Purchasers. CROSBY & BLACKWELL'S OILMANS' STORES, of every kind; Fresh Supplies received by every Steamer. CLARET in Cask, (BANDOL), Superior Quality. BARCLAY PERKIN'S PORTER, in Hogsheads and Kilderkins. GUINNESS'S STOUT, Bottled by E. & J. BURKE, in Pints and Quarts. BASS' PALE ALE, Bottled by CAMERON and SAUNDERS, in Pints and Quarts. &c., &c., &c. Hongkong, January 8, 1878.

Notices of Firms.

NOTICE. MR. HORATIO GAY JAMES was admitted a Partner in our Firm on the 1st January, 1878. GEO. R. STEVENS & Co. Hongkong, January 5, 1878.

NOTICE. THE Business hitherto conducted in my name will from this Date be Carried on under the Style of GROSSMANN & Co., Mr. G. A. GROSSMANN having become a Partner therein. C. F. GROSSMANN. Hongkong, January 5, 1878. fe2

NOTICE. MR. BERNHARD SCHMACKER is authorized to Sign our Firm by procuration. CARLOWITZ & Co. Canton, Hongkong, Shanghai, January 1, 1878. fe2

NOTICE. MR. H. F. MEYERINK has been admitted a Partner in our Firm from this Date. MEYER & Co. Hongkong, January 1, 1878. ap2

NOTICE. THE Interest and Responsibility of Mr. JOSEPH PERROT BARNES in our Firm in China CEASES from this Date. HOLLIDAY, WISE & Co. Hongkong, December 31, 1877. ja61

NOTICE. MR. CHARLES DAVID BOTTOMLEY was admitted a Partner in our Firm on the 1st July, 1877. DOUGLAS LAPRAIK & Co. Hongkong, September 22, 1877.

NOTICE. I HAVE This Day established myself at this Port as a MERCHANT and COMMISSION AGENT, under the Style or Firm of GEO. R. STEVENS & Co., who will honorably conduct the Agency of the AUSTRALASIAN STRAITS NAVIGATION COMPANY. G. R. STEVENS. Hongkong, December 29, 1877.

NOTICE. I HAVE This Day Established myself at this Port as a GENERAL COMMISSION AGENT. J. Y. VERNON SHAW. Hongkong, November 1, 1877. my1

NOTICE. I HAVE This Day Established myself at this Port, under the Style or Firm, WEST POINT IRON WORKS, ENGINEERS and BOILERMAKERS, by WILLIAM DUNPHY & Co., Late Manager of the Notary Iron Works, Hongkong. Wm. DUNPHY. Hongkong, December 10, 1877. ja19

For Sale.

EXTRA FINEST ISIGNY BUTTER, in 1 lb. and 2 lb. Tins. Packed specially for LANE, CRAWFORD & Co.

Choice French JAMS, LANE, CRAWFORD & Co., Special Agents.

VAN HOBOKEN'S AVH GIN, LANE, CRAWFORD & Co., Special Agents.

BASS' ALE and GUINNESS'S STOUT, Bottled by FOSTER, LANE, CRAWFORD & Co., Special Agents.

TUDOR'S Danish BEER, LANE, CRAWFORD & Co., Special Agents.

CURCIER and ADER'S CLARETS, LANE, CRAWFORD & Co., Special Agents.

BULLOCK LAD'S Scotch WHISKY, specially blended, For LANE, CRAWFORD & Co.

Very Fine OLD RYE WHISKY, Bottled by LANE, CRAWFORD & Co.

SACONNE'S Perfectly Pure SHERRIES, Bottled by LANE, CRAWFORD & Co.

Choicest Pure PORT, direct from Oporto, Bottled by LANE, CRAWFORD & Co.

CUMSHAW MIXTURE, the finest Mixture of new Foochow Teas, Prepared specially for LANE, CRAWFORD & Co.

CHUBB'S SAFES, LOCKS, and BOXES, LANE, CRAWFORD & Co., Special Agents.

LETT'S DIARIES for 1878, LANE, CRAWFORD & Co., Agents.

SILBER LAMPS, LANE, CRAWFORD & Co., Agents.

BAXTER'S CANVAS, LANE, CRAWFORD & Co., Agents. Hongkong, December 28, 1877.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-third Ordinary Half-yearly MEETING of SHAREHOLDERS in the Company will be Held at the Office of the Company, No. 50 A, Queen's Road, on FRIDAY, the 25th January instant, at 3 o'clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing a Director and Auditor.

By Order of the Board of Directors, P. A. DA COSTA, Secretary. Hongkong, January 2, 1878. ja25

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 12th to the 25th day of January instant, both days inclusive.

By Order of the Board of Directors, P. A. DA COSTA, Secretary. Hongkong, January 2, 1878. ja25

HONGKONG HOTEL COMPANY, LIMITED.

THE Ordinary Half-yearly MEETING of SHAREHOLDERS will be held at the Hotel on FRIDAY, the 26th January instant, at 4 o'clock in the Afternoon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary. Hongkong, January 4, 1878. ja25

HONGKONG HOTEL COMPANY, LIMITED.

THE Transfer BOOKS of the Company will be CLOSED from the 12th to the 25th day of January instant, both days inclusive.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary. Hongkong, January 4, 1878. ja25

THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the Hongkong Hotel Company, LIMITED, who will supply any information required.

By Order of the Directors, LOUIS HAUSCHILD, Secretary. Hongkong, September 15, 1877. ap1

NOTICE.

D. B. STOUT expects to Leave the Colony PERMANENTLY about the 20th of January, 1878. Hongkong, December 22, 1877.

DENTAL NOTICE.

D. B. ROGERS begs to say that he has RE-ENTERED, and is now ready to receive Patients. Hongkong, November 23, 1877.

Intimations.

W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf. Hongkong, July 13, 1876.

NOTICE.

A. MILLAR & Co., PLUMBERS, AND GAS FITTERS, Queen's Road East, HONGKONG. September 15, 1877.

SHIPS' COMPRADORE AND STEVEDORE.

NO. 57, PRAYA WEST. SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMANS' STORES. Of the best quality and at the shortest notice. Hongkong, May 1, 1876.

AFONG, PHOTOGRAPHER.

by appointment, to H. E. SIR ARTHUR KENNEDY, Governor of HONGKONG; and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Wyndham Street, formerly ARTHUR CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographs Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Type, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits only, Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors, in Cabinet and Carte de Visite sizes. Coloured Portraits of English Ladies. Hongkong, August 24, 1877.

DEVOE'S BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOE'S BRILLIANT" are stencilled on the cases, and the words "DEVOE MFG CO. PATENTS" are stamped on the top of the can.

THE DEVOE MANUFACTURING Co., 80 Beaver and 127 Pearl Streets, NEW YORK, U. S. A.

Intimations.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. 46, Queen's Road Central. Hongkong, August 20, 1877. fe20

KWONG HING CHEUNG & Co., COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices. Mr. ANYON has been appointed Manager, and all Orders addressed to him at 67, Praya, or to Mr. PAT JACK, at 30, Hing Lung Street, will receive immediate attention. Hongkong, March 19, 1877. mo19

THE BANKRUPTCY ACT, 1869.

IN H. M. PROVINCIAL COURT AT AMOY.

In the matter of proceedings for Liquidation by arrangement or composition with Creditors instituted by JOHN DODD and CRAWFORD DAVISON KERR, trading under the Style of DODD & Co., at AMOY and TAMSUI.

NOTICE is hereby given that the Second MEETING of CREDITORS of the above-named Persons has been summoned to be held at Messrs DODD & Co.'s Offices, Amoy, on the 12th day of January, 1878, at 2 o'clock in the Afternoon precisely. Dated this 5th day of December, 1877. JOHN DODD, CRAWFORD D. KERR, by his Attorney, J. DODD.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SECOND RETURN of CAPITAL at the Rate of FIVE TALS per SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inst. Warrants will be delivered by the Under-signed to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement. The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 8th Instant, inclusive. By Order, RUSSELL & Co., Liquidators. Shanghai, October 2, 1877.

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "DOUGLAS," Captain G. D. PITMAN, will be despatched for the above Ports on SUNDAY, the 13th Instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, January 8, 1878. ja13

FOR AMOY, TAMSUI & TAIWANFOO.

The Steamship "HAILONG," Captain J. C. ABBOTT, will be despatched for the above Ports on MONDAY, the 14th Instant, at Noon. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, January 10, 1878. ja14

PERU & CHINA MAIL STEAMSHIP COMPANY.

FOR HONOLULU & OALLAO.

STEAMSHIP "PERUSIA," Captain J. McKimby,

WILL be despatched for OALLAO via HONOLULU, on SUNDAY, the 18th Instant, at Noon, instead of as previously advertised. For Freight or Passage, apply to OLYPHANT & Co., General Agents. Hongkong, January 11, 1878. ja18

FOR YOKOHAMA & HIOGO.

The Steamship "GALLEY OF LORNE," expected from SINGAPORE, will have immediate despatch as above.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, January 10, 1878.

Shipping.

Steamers.

FOR SINGAPORE, PENANG AND CALOUTTA.

The Steamship "VENICE," P. L. RHOODE, Commander, will be despatched as above on TUESDAY, the 15th Instant, at 3 o'clock p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, January 8, 1878. ja15

FOR SINGAPORE, PENANG AND CALOUTTA.

The Steamship "HINDUSTAN," Captain T. S. GARDNER, will leave this for the above Ports on TUESDAY, the 15th Instant, at 3 p.m. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, January 8, 1878. ja15

Sailing Vessels.

FOR HAMBURG (DIRECT).

The 41 German Bark "JULIEN," WENDT, Master, will load here and meet with quick despatch as above. For Freight, apply to SIEMSEN & Co. Hongkong, December 28, 1877.

FOR DUNEDIN (N. Z.).

The 41 German Bark "MARIE," Capt. BURMEISTER, will load here for the above Port, and have a quick despatch. For Freight or Passage, apply to ROZARIO & Co. Hongkong, November 14, 1877.

FOR HAMBURG.

The 41 Clipper Bark "GOLDEN RUSSETT," RICHARDSON, Master, will have quick despatch as above. For Freight, apply to Wm. PUSTAU & Co., Agents. Hongkong, November 23, 1877.

FOR LONDON.

The 100 A1 British Ship "BROOMHALL," H. BATE, Master, will load here and have quick despatch. For Freight, apply to MEYER & Co. Hongkong, January 7, 1878.

FOR NAGASAKI.

The 41 American Barkentine "ANNIE S. HALL," NELSON, Master, will load for the above Port, and will have immediate despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, January 5, 1878.

FOR NEW YORK.

The 41 American Barkentine "MARTON," R. HOWES, Master, will load here for the above Port, and will have immediate despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, January 3, 1878.

FOR NEW YORK.

The 41 American Bark "B. F. WATSON," HAWKINS, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, January 3, 1878.

FOR NEW YORK.

The 41 American Bark "MARTON," R. HOWES, Master, will load here for the above Port, and will have immediate despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, January 3, 1878.

FOR NEW YORK.

The 41 American Bark "B. F. WATSON," HAWKINS, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, January 3, 1878.

FOR SAN FRANCISCO.

The 41 British Clipper Ship "CULLEN," SHREWSBURY, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, December 26, 1877.

FOR HAMBURG AND LONDON.

The 41 British Ship "ONIDA," S. OLYMA, Master, having 3/4ths of her Cargo engaged, will load here as above, and will be despatched on or about the 31st December. For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, November 27, 1877.

Halls.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,
Also,
Bombay, Madras, Calcutta, and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
GERLONG, Captain FRASER, will leave
this on THURSDAY, the 17th January,
at Noon.

For further Particulars, apply to
A. LIND, Superintendant,
Hongkong, January 7, 1878. ja17

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF
PEKING will be despatched for San
Francisco, via Yokohama, on SATUR-
DAY, the 19th January, at Noon, taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
A REDUCTION OF TWENTY PER
CENT on regular rates is granted to
OFFICERS OF THE ARMY AND NAVY,
and MEMBERS OF THE CIVIL AND
CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until
4 p.m., 18th January. Parcel Packages
will be received at the office until 6 p.m.,
same day; all Parcel Packages should be
marked to address in full, value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, December 31, 1877. ja19

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be de-
spatched for San Francisco via Yokohama
on FRIDAY, the 1st February,
at 3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 31st January. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.
For further information as to Freight
on Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, January 4, 1878. fel

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

TWO cents a character for the first 100
characters, and one cent a character
beyond the first 100, for first insertion, and
half price for repetitions during the first
week. Subsequent weekly insertions will
be charged only one half the amount of the
first week's charge. Advertisements for
half a year and longer will be allowed a
deduction of 25 per cent on the total amount,
and contracts for more favourable terms
may be made.

Efforts have been made to establish
Agents for circulating the Chinese Mail in all
the ports and in the interior of China, all
the ports in Japan, in Saigon, Singapore,
Penang, Calcutta, Batavia, Manila, the
Philippines, Australia, San Francisco, Peru
and other places which Chinese frequent.
When the list of Agents is completed,
it will be published. Agents have been
already established in most of the above
places, and in important ports more than
one agent has been appointed at each.

OHUN AYIN,
Manager.

Hongkong, January 22, 1878.

Notices to Consignees.

COMPAGNIE DES MESSAGERIES
MARITIMES.

S. S. SINDH.

NOTICE.

CONSIGNEES of Cargo per S. S.
Indus, from London, in connection
with the above Steamer, are hereby in-
formed that their Goods are being landed
and stored at their risk at the Company's
Godowns, whence delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on,
unless intimation is received from the Con-
signee, before To-morrow, the 10th Inst.,
at Noon, requesting it to be landed here.
Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after WED-
NESDAY, the 16th January, 1878, at Noon,
will be subject to rent and landing charges.
No Fire Insurance has been effected.

H. DU POUEY,
Agent.

Hongkong, January 9, 1878. ja16

GERMAN STEAMER GALATEA,
Bismar, Master, FROM HAMBURG,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo by the above
Steamer are hereby informed, that their
Goods are being landed and stored at
their risk in the Godowns of the Under-
signed, from whence delivery may be ob-
tained.

Consignees wishing to take delivery of
their Goods from the Boats alongside the
Wharf are at liberty to do so.
Goods remaining in store after the 17th
Instant will be subject to rent.

No Fire Insurance has been effected.
Optional Cargo will be forwarded unless
written notice to the contrary is given
until To-morrow, the 11th Inst., at 11 a.m.
Bills of Lading will be countersigned by
Wm. PUSTAU & Co.,
Agents.

Hongkong, January 10, 1878. ja17

CONSIGNEES of Cargo per Norwegian
Bark VEGA, Nordreider, Master,
from HAMBURG, are requested to take
immediate delivery of their Goods from
alongside the Vessel.
Cargo impeding the discharge will be
landed and stored at Consignees' risk and
expense.
Bills of Lading will be countersigned by
Wm. PUSTAU & Co.,
Agents.

Hongkong, January 8, 1878.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's
day (February 17, 1874) the Chinese
Mail will be issued DAILY instead of
WEEKLY as heretofore. No change, how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.
The charges for advertisements are now
assimilated to those of the Chinese Mail.
The unusual success which has attended
the Chinese Mail makes it an admirable
medium for advertisements.

The Conductors guarantee an eventual
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Penang, Calcutta, San Francisco
and Australia.

For terms, &c., address
Mr. CHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

INSURANCES.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Batavia and Penang.
Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTREY,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against FIRE on Buildings or on
Goods stored therein, on Goods on board
Vessels, or on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against FIRE to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

INSURANCES.

YANGTZE INSURANCE ASSO-
CIATION.

CAPITAL—Fully Paid-up.....Tls. 420,000
PERMANENT RESERVE.....,, 230,000
SPECIAL RESERVE FUND.....,, 75,000
Total Capital and accumula-
tions this date.....Tls. 725,000

Directors:
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., O. KREBS, Esq.,
M. P. EVANS, Esq., O. LUCAS, Esq.

Secretaries:
Messrs. Russell & Co., Shanghai.
Messrs. Baring Brothers & Co.
Agents in:

HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.

POLICIES granted on Marine Risk to
all parts of the World, at current
rates.

Subject to a charge of 12% for interest
on Shareholders' Capital, ALL THE PROFITS
OF THE UNDERWRITING BUSINESS will be
annually distributed among all Contributors
of Business in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, October 1, 1877. ool

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors:
KWOK ACHONG, Merchant.
PANG YIM, Merchant.
HO SAM, of Hop Yik Chan, Merchant.
LOO YEE, of the Yee On Hong, Merchant.
LEE SING, of Lai Hing Firm, Merchant.
CHEUNG SING YONG, Merchant.
CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on
BUILDINGS and on Goods stored
therein at CURRENT RATES, subject to
Discount of 20% on the Premium.

OFFICE, 48, Donham Strand.

Hongkong, August 28, 1877. au28

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
\$5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

Intimations.

IN THE GOODS OF
GEORGE UNDERHILL SANDS,
Deceased.

NOTICE is hereby given that all Cre-
ditors and other Persons, having any
CLAIMS or DEMANDS upon or against
the Estate of GEORGE UNDERHILL
SANDS, late of Victoria, Hongkong, Pat-
ent Slip Proprietor and Ship-builder, who
died at Victoria aforesaid on the 30th
day of October, 1877, and whose Will was
duly proved, Probate whereof was granted
to WILLIAM HOWELL FORBES, of Victoria
aforesaid, Esquire, the Executor thereunto
named by the Supreme Court of Hong-
kong, in its Probate Jurisdiction on the
8th day of November, 1877, are hereby re-
quired to send, in writing, the particulars
of their Claims or Demands to the said
WILLIAM HOWELL FORBES at his address
aforesaid, or to the Undersigned WILLIAM
HENRY BRERETON, the Solicitor of the
said WILLIAM HOWELL FORBES, at the
office of the said Wm. Henry Brereton,
29, Queen's Road, Hongkong, on or before
the 1st day of May, 1878.

And notice is hereby given that at the ex-
piration of the last mentioned day, the said
WILLIAM HOWELL FORBES will proceed to
distribute the assets of the said GEORGE
UNDERHILL SANDS amongst the parties
entitled thereto, having regard to the
Claims of which the said WILLIAM HOWELL
FORBES shall then have had notice; and
that the said WILLIAM HOWELL FORBES
will not be liable for the assets, or any part
thereof, so distributed, to any person of
whose Claim the said WILLIAM HOWELL
FORBES shall not have had notice at the
time of the distribution.

Dated this 1st day of January, 1878.
WM. H. BRERETON,
Solicitor for the said JOHN FAIRBAIRN.
ja16

A NEW STOCK OF
NEXT JOBBING TYPES
HAVING BEEN RECEIVED
FROM ENGLAND.

THIS OFFICE IS PREPARED TO
EXECUTE
BOOK & JOB PRINTING
OF EVERY DESCRIPTION
AT REASONABLE RATES.

FANCY BALL PROGRAMMES
ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS,
assorted colours.

MENU CARDS,
In Gold & Coloured Borders & Patterns.

BOOKS BOUND IN APPROVED
PATTERNS.

For Sale.

AGREEMENTS FOR FOREIGN-GOING
SHIPS.

LADY'S AND GENTLEMAN'S WASHING
BOOKS.

CONTRACT PASSAGE TICKETS,
EXPORT CARGO REPORTS,
POWERS OF ATTORNEY,
CHARTER PARTIES,
SHIPPING ORDERS,
BILLS OF LADING,
PASSENGER LISTS,
BILLS OF SALE,
LOG BOOKS,
WILLS,
&c., &c., &c.

China Mail Office, 2, Wyndham Street,
(Back of Club).

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has
been very much extended. The fol-
lowing are some of its Agents:—

Macao.—Man Onuen Shop.
Canton.—Sing Onuen Native Post Office,
Luen Hing Street; Chui Heung Low Hotel,
Luen Hing Street; Kwong Tin Fat Shop, Yan
Teal Street; Mr. Sit Onuen Fan, Tung Wen
Kwan; Chen Fong Shop, in front of the
Provincial Treasurer's Office; How Yuen
Shop, Small Market Street; How City Yee
Cheung Photograph Shop, Honam; Kwai
Heung Shop, Sin Cheong, Honam.

Sueatun.—Sui Cheong Hong; Woh Shun
Leong Hong.
Amoy.—Chin Onue Hong, Mook Kek
Street.
Foochow.—Mr. Yui Cheong Cheong, Foo-
chow Arsenal; Mr. Lum Kwok Ching, Mar-
time Customs.

Shanghai.—Mr. Ng Ching Shun, Mar-
time Customs; Mr. Ho Yee Chuen, Mar-
time Customs; Mr. Chiu Sing Hol, Messrs
Jardine, Matheson & Co.; Mr. Kwong
Onuen Fook, Educational Mission School;
and Mow Sing Sang Kee shop.

Ningpo.—Mr. Sung Min Chee, Maritime
Customs.
Hankow.—Yee Hing Hong.
Ohfco.—Yee Shun Hong.
Japan.—Mr. Leong Chun Tong, Man-
darin Office, Yokohama.
Saigon.—Wohang Hong.
Singapore.—Ting Kee Hong; Kwong
Fook Sang Hong.
Penang.—Yow Wing Fong; Argus Office.
Calcutta.—Mow Sing Company.
San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agencies;
others will be published, when they are
arranged for. Negotiations are in progress
with the express carriers who carry the
official despatches and Peking Gazette, to
circulate the Chinese Mail in the interior of
China.

Hongkong, March 10, 1874.

Intimations.

IN THE GOODS OF
JAMES SMITH FERRIES,
Deceased.

NOTICE is hereby given that all Cre-
ditors and other Persons, having any
CLAIMS or DEMANDS upon or against
the Estate of JAMES SMITH FERRIES,
late Master of the S. S. "ZEALANDIA,"
who died at Sea on Board the said Vessel,
on the 8th day of February 1877, and
whose Will was duly proved, and Letters
of Administration, with the Will annexed,
of whose personal Estate were duly granted
to JOHN FAIRBAIRN, of No. 27 Queen's
Road, in the Colony of Hongkong, by the
Supreme Court of Hongkong, in its Pro-
bate Jurisdiction, on the 22nd day of Sep-
tember 1877, are hereby required to send
in writing the particulars of their Claims
or Demands to the said JOHN FAIRBAIRN
at his address aforesaid, or to the Under-
signed WILLIAM HENRY BRERETON, the
Solicitor of the said JOHN FAIRBAIRN, at
the Office of the said WILLIAM HENRY
BRERETON, 29, Queen's Road, Hongkong,
on or before the 15th day of January, 1878.

And notice is hereby given that at the
expiration of the last mentioned day, the
said JOHN FAIRBAIRN will proceed to dis-
tribute the Assets of the said JAMES
SMITH FERRIES amongst the parties
entitled thereto, having regard to the
Claims of which the said JOHN FAIRBAIRN
has then had notice; and that the said
JOHN FAIRBAIRN will not be liable for the
Assets or any part thereof, so distributed,
to any person of whose Claim the said
JOHN FAIRBAIRN has not had notice at the
time of the distribution.

Dated this 3rd day of October, 1877.
WM. H. BRERETON,
Solicitor for the said JOHN FAIRBAIRN.
ja16

Volume Sixth of the
"CHINA REVIEW."

Now Ready.

No. II.—Vol. VI.
—OF THE—

"CHINA REVIEW"

CONTAINS—

The Rhymes of the Shi-king.
Brief Sketches from the Life of K'ung-ming.
(Continued from Vol. V., page 367).
The Wild Silk-worms of the Province of
Shantung.
Notes on Chinese Grammar (Continued from
Vol. V., page 392).
Geographical Notes on the Province of
Kiangsi.
Translations of Chinese School-books.
Short Notices of New Books and Literary
Intelligence.
Notes and Queries:—
Bankruptcy in China.
The Share taken by Chinese and Ban-
nermen Respectively in the Gov-
ernment of China.
Laws of Sale amongst the Chinese.
Studies in Words.—Roots Meaning One.
The Character 利.
Chinese Antiquity.
Shin cerrie Shanghai.
A Chinese Primer.
A Rare Manchou Coin.
Wang Yao and Shun Historical Personals.
Native Literature on Chinese Porcelain.
Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, October 31, 1877.

PRICE \$6.

THE TREATY PORTS
OF
China and Japan.

A COMPLETE GUIDE TO THE OPEN PORTS OF
THOSE COUNTRIES, TOGETHER WITH PE-
KING, YEDO, HONGKONG AND MACAO.

FORMING A GUIDE BOOK & VADE ME-
CUM FOR TRAVELLERS, MERCHANTS,
AND RESIDENTS IN GENERAL.

8vo. pp. 618. With 29 MAPS and PLANS
by
WM. F. MAYERS, N. B. DENNIS, and
CHAR. KING.

COMPILED AND EDITED BY N. B.
DENNIS, P.E.D.

LONDON: N. TRUBNER & Co.
HONGKONG: China Mail Office.

Price, \$5, leather half bound.

The scope of this work includes detailed
descriptions of important Sites and Monu-
ments, notes on the CLIMATE and general
TOPOGRAPHY, FAUNA, FLORA, GEOLOGY
and METEOROLOGY of each Port and its
neighbourhood, with HISTORICAL NOTICES
and minute details respecting the rise and
progress and social characteristics of the
several foreign settlements. To these par-
ticulars are added summaries and statistics of
the TRADE of each open Port, compiled from
official returns, together with statements
respecting COINAGE, CURRENCY, and EX-
CHANGES, LIVES OF SENIOR COMMERCIAL
DIRECTORS, and rates of PASSAGE MONEY.
Hints, and recommendations to travellers,
giving full particulars of OUTFIT and mode
of proceeding to the less frequented settle-
ments are also included, combined with
notes on DOMESTIC MARKETS and Mode
of Living.

In addition to furnishing similar particu-
lars, the Section devoted to Hongkong
contains an historical sketch forming a
chronological index of the chief events
which occupied public attention between
1841 and 1865, including POLITICAL EVENTS,
Changes in the GOVERNMENT SERVICE, the
passing of important ORDINANCES, the
ARRIVAL and DEPARTURE of EMINENT
RESIDENTS, a record of the most notable
PRICES, ROBBERIES, MURDERS, FRAUDS,
FIRES and CRIMINAL TRIALS, ADDRESSES
and PRESENTATIONS, &c., &c.

The appendix contains full tables of the
various steam companies' lines. It also
includes a CATALOGUE of over 440 works
published in the English language upon
China and Japan, while a copious INDEX
at the end of the work affords a ready
means of reference to the reader.

Chair and Boat Hire.

LEGALIZED TARIFF OF FARES FOR CHAIRS,
CHAIR BRANES, AND BOATS,
IN THE COLONY OF HONGKONG,
Chairs and Ordinary Pullaway Boats.

Half hour, ... 10 cts. | Hour, ... 20 cts.
Three hours, ... 50 cts. | Six hours, ... 70 cts.
Day (from 6 to 6), ... One Dollar.

Licensed Bearers (each).

Hour, ... 10 cents.
Half day, ... 35 cents.
Day, ... 50 cents.

BOAT AND COOLIE HIRE.

BOATS.

POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.

(Revised Nov. 9th, 1877.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

N.L. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, the United States, Brazil, India (including Ceylon, the Straits, and Aden), Japan, Egypt, Labuan, Mauritius, Seychelles, Jamaica, Trinidad, British Guiana, and Bermuda, with all French, Danish, Netherlands, Portuguese, and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are: the Australian Group, British North America, Africa (except French, &c., Colonies), and Central America.

Postage to Union Countries.

General Rates, by any route.—
Letters, 12 cents per ½ oz.
Registration, 8 cents.
Newspapers, 2 cents each.
Books and Patterns, 4 cents per 2 oz.
Exceptional rates, to the United Kingdom and Union Countries served through the United Kingdom via Brindisi only.—
Letters, 16 cents per ½ oz.
Registration, 8 cents.
Newspapers, 4 cents each.
Books and Patterns, 6 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

W. Africa, Falkland Islands, Lagos, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verde Islands.—

	Via San Francisco.	Via Hongkong.	Via Brindisi.
Letters,	22	26	
Registration,	12	12	
Newspapers,	4	6	
Books & Patterns,	8	10	

Aspinwall, Panama.—

	Letters,	Registration,	Newspapers,	Books & Patterns,
Canada, Vancouver, Prince Edward's Island, New Brunswick, and Nova Scotia.—	18	34	38	
Letters,	12	16	20	
Registration,	8	12	12	
Newspapers,	2	4	6	
Books & Patterns,	4	6	8	

Bahamas, Hayti.—
Letters, 14
Registration, None.
Newspapers, 4
Books & Patterns, 6

Bolivia, Chili, Ecuador, and Peru.—
Letters, 30
Registration, 46
Newspapers, 6
Books & Patterns, 8

Hawaiian Kingdom.—
Letters, 16
Registration, None.
Newspapers, 4
Books & Patterns, 6

W. Indies, (except as above) Costa Rica, Guatemala, Monte Video, New Granada, and Venezuela.—
Letters, 26
Registration, 34
Newspapers, 4
Books & Patterns, 8

Australia, New Zealand, Tasmania, Fiji (N.Z.), Natal, Cape, St. Helena, Ascension.—
Letters, 26
Registration, 34
Newspapers, 4
Books & Patterns, 8

Letters, by Contract Packet 24; by Private Ship 12; Registration, 12; Newspapers, 2; Books and Patterns, 4.

* A small extra charge is made on delivery.
† Cannot be sent via San Francisco.

LOCAL AND TOWN POSTAGE.

	Letters.	Registration.	Newspapers.	Books & Patterns.
Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction.	2	8	2	2
Between any other two of the following places (through a British Office) viz.—Hongkong, Macao, Fuzhou, Canton, and the Philippines, by Private Ship.	4	8	2	2
Between the above by Contract Mail.	8	8	2	4

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—
1st. The publication must consist wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisements.

2nd. It must be published in numbers, at intervals of not more than 31 days, and must be printed on a sheet or sheets unattached.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unstitched; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

A newspaper posted unpaid, or a packet of newspapers posted either unpaid or insufficiently paid, is treated as an unpaid or insufficiently paid book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

No newspaper can now be sent through the post a second time for the original postage. For each transmission a fresh postage is required.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter. No packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book-packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c. be loose or attached; as also rollers in the case of printed or maps, markers (whether of paper or otherwise) in the case of books, pens or pencils in the case of pocket-books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c. must not be sent as a separate packet.

Circulars, i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post. But a book-packet may not contain any letter, or communication of the nature of a letter (whether "separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection; nor any other enclosure not allowed by Rule 3. If this rule be infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string; Postmasters being authorized to cut the string in such cases, although if they do so they must again tie up the packet.

No book-packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book-packets may be kept back till the next despatch or delivery.

The limit of size for a book-packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth.

PACKAGES.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise. Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. But samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind, but such articles only, may be posted enclosed in boxes, or bags of linen, of other material, fastened in such a manner that they may be readily opened; or, in the case of seeds, &c., for the United States of America, Holland, Greece, Portugal, and its possessions, and Switzerland, the bags entirely closed, provided such closed bags are transparent, so

as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet, except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles.

Articles of intrinsic value must not be sent to any foreign country except United States; and in the case of France samples of either down, raw, or thread silk; woolen or goats' hair thread, vanilla, saffron, carmine, or Isinglass, are considered to fall under this rule if they weigh more than three ounces; and up to this weight raw and spun silk, as well as coloured and twisted silk, may be sent to Germany.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office, is, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz.: Metal boxes, porcelain and China, fruit, vegetables, bunches of flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, acids of various kinds, curry combs, copper and steel engraving plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or iron, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples to the following countries, but to these alone; viz., the Azores, Belgium, Cape de Verde Islands, Denmark, Egypt, Germany, Holland, Madeira, Moldavia, Norway, Portugal, Sweden, Switzerland, Turkey, United States, Wallachia, and the British Colonies. Indigo cannot be sent to any place abroad.

A packet of patterns or samples sent to the Azores, Cape de Verde Islands, France, Madeira, Portugal, or by French packet, to Turkey, Syria, or Egypt, must not exceed 18 inches in length, width, or depth; a packet to any other place abroad must not exceed 24 inches in length or 12 inches in width or depth.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters—except those to and from Australia—from 11.10 a.m. to 11.30 a.m. Each letter must bear a late fee of 18 cents extra postage.

The above arrangement is intended to meet occasional emergencies, and not for the regular posting of extensive correspondence. Should it be found, therefore, that large and unmanageable numbers of letters are habitually thrown upon the Department at the last moment, a heavier late fee will be imposed.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee will also be 18 cents.

Miscellaneous Notices.
There will be communication with Australia via Batavia and Port Darwin, as follows:—
Leave Hongkong by French Packet, Sept. 15, Nov. 29.
Leave Batavia, Oct. 1, Dec. 13.
Dua to Port Darwin, Oct. 12, Dec. 24, 1878.

Sydney, Oct. 31, Jan. 12.
Melbourne, Nov. 6, Jan. 18.
Adelaide, Nov. 12, Jan. 24.
For the present the correspondence can only be paid to Batavia, from which place it may possibly be forwarded without further charge.

Mails exchanged with Manila and Saigon.
The Philippine Islands being now admitted into the General Postal Union, it follows that all paid correspondence received from Manila in the mails will be delivered free by this Office, and that all paid correspondence sent to Manila in the mails should be delivered free there.

Article IX of the Postal Treaty of Bern provides that "Neither the senders nor the addressees of letters and other postal packets shall be called upon to pay, either in the Country of Origin, or in that of Destination, any tax or duty other than the recognized rates levied (in the case of paid correspondence) by the despatching Office. It is hoped that any extra charge, or apparently extra charge, will at once be brought to the notice of the proper authorities, in either Colony.

The above does not apply in any to letters sent outside the mails. These will always be charged on arrival in Hongkong and probably the Manila Office will adopt the same course.

Complaints are sometimes received of extra charges on correspondence exchanged between this Colony and Saigon, but it is believed it would be found in all cases that the letters, &c., had been sent loose.

Any Foreign stamps on loose correspondence are obliterated in this Office.

Indian Correspondence.
Unpaid Letters are not received for the Indian Mail Packets.

The requirement of correspondence for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

Registration to Bangkok.
Her Britannic Majesty's Consul General for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 8 cents.

Soldiers' and Sailors' Letters.
Privates in H.M. Army or Navy, Non-commissioned Officers, Army Schoolmasters (not superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom via Southampton by British Packet, for one penny; or via Brindisi by British Packet for three pence. Hongkong stamps will prepay this class of

* But not Warrant Officers, viz., Assistant Engineer, Gunner, Boatman, or Carpenter.

correspondence exactly the same as for the Straits, India, Ceylon, and Aden.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—

1. Not to exceed half an ounce. No double letters are allowed.
2. If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment or Ship, &c., in full.
3. If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment or Ship, &c., in full.

Communication with Batavia.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the outward P. & O. Mail from Europe.

The French Packets for Batavia wait at Singapore for the Packet from China and run fortnightly.

It follows that, to forward Correspondence to Batavia with the least delay, the following are the best opportunities:—
In the S.W. Monsoon.
The English Mail.
The French Mail.
In the N.E. Monsoon.
A Private Steamer a few days before the English Mail.
The French Mail.

The Post Office is not, by law, responsible for any loss or inconvenience which may arise from the non-delivery, mis-delivery, or mis-direction of any letter, book, or other postal packet (even if the packet be registered); nor is the Post Office responsible for any injury which a packet may sustain during its transmission.

To guard against such injury all postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile article should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be transferred by means of the railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through a Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address if he has no reason to believe that the person whose address it is would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any one else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorized to demand change; and when money is paid at a Post Office, whether as change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

Postmasters are not bound to weigh any letters or other packets for which they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either wafers or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as, under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; as the machinery of the Department is not arranged with a view to such transmission. By law, the Post Office is not responsible for the safe delivery of registered packets; though any officer who may neglect his duty on this point, will be called to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be created; and the Department cannot in any way undertake the safe conveyance of such articles. All inland or colonial letters, therefore, which contain coin, and all inland letters which contain watches, or jewellery, even though they be posted without registration, are treated as registered, and charged on delivery with a double registration fee of eightpence in addition to the ordinary postage; and any such letters which cannot be registered in time to be forwarded by the Mail for which they are posted are detained for the next despatch. Even if the letter do not contain any article of intrinsic value, it should, if it be very important, be registered.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union, or being probably about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—
Books and Papers—to British Office, 5 lbs.; to the Continent, &c., 2 lbs.
Patterns—to British Office, 5 lbs.; if without intrinsic value, to the Continent, &c., 8 oz.

4. The following articles cannot be sent by Post at all: Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mail, or offensive or injurious to persons dealing with them.

5. The public is reminded that, in China and Japan, there is no such thing as Parcel Post. Much trouble and disappointment is caused by persistent attempts

to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

6. Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a bona fide sample of goods which the sender has for sale, or of goods which he wishes to order; it is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intrinsic value.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed \$25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

Letters containing Stamps should be Registered, and the Stamps should be secured from observation.

During the N.E. Monsoon, the Chartered Agents and Agents of sailing ships for Manila, Saigon and Bangkok are requested to give notice to the Post Office of the departures of such ships.

No correspondence will be forwarded by sailing vessel but such as is specially so directed.

Correspondence for the West Indies (except those belonging to the Postal Union, the Bahamas, and Hayti), for Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent via San Francisco.

Money Order Regulations.

1.—Money Orders on the United Kingdom are issued at Hongkong, Shanghai and Yokohama. Shanghai and Yokohama also issue on Hongkong and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order is filled up, and sealed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the mails.

4.—No order must exceed £10, or include any fraction of a penny. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrives.

The commission is as follows:—
Orders on the United Kingdom.
Up to £20, 18 cents.
" £20 to £50, 36 " "
" £50 to £100, 54 " "
" £100 to £200, 72 " "
" £200 to £500, 108 " "
" £500 to £1000, 150 " "
" £1000 to £2000, 180 " "
" £2000 to £5000, 225 " "
" £5000 to £10000, 270 " "
" £10000 to £20000, 315 " "
" £20000 to £50000, 360 " "
" £50000 to £100000, 405 " "
" £100000 to £200000, 450 " "
" £200000 to £500000, 495 " "
" £500000 to £1000000, 540 " "
" £1000000 to £2000000, 585 " "
" £2000000 to £5000000, 630 " "
" £5000000 to £10000000, 675 " "
" £10000000 to £20000000, 720 " "
" £20000000 to £50000000, 765 " "
" £50000000 to £100000000, 810 " "
" £100000000 to £200000000, 855 " "
" £200000000 to £500000000, 900 " "
" £500000000 to £1000000000, 945 " "
" £1000000000 to £2000000000, 990 " "
" £2000000000 to £5000000000, 1035 " "
" £5000000000 to £10000000000, 1080 " "
" £10000000000 to £20000000000, 1125 " "
" £20000000000 to £50000000000, 1170 " "
" £50000000000 to £100000000000, 1215 " "
" £100000000000 to £200000000000, 1260 " "
" £200000000000 to £500000000000, 1305 " "
" £500000000000 to £1000000000000, 1350 " "
" £1000000000000 to £2000000000000, 1395 " "
" £2000000000000 to £5000000000000, 1440 " "
" £5000000000000 to £10000000000000, 1485 " "
" £10000000000000 to £20000000000000, 1530 " "
" £20000000000000 to £50000000000000, 1575 " "
" £50000000000000 to £100000000000000, 1620 " "
" £100000000000000 to £200000000000000, 1665 " "
" £200000000000000 to £500000000000000, 1710 " "
" £500000000000000 to £1000000000000000, 1755 " "
" £1000000000000000 to £2000000000000000, 1800 " "
" £2000000000000000 to £5000000000000000, 1845 " "
" £5000000000000000 to £10000000000000000, 1890 " "
" £10000000000000000 to £20000000000000000, 1935 " "
" £20000000000000000 to £50000000000000000, 1980 " "
" £50000000000000000 to £100000000000000000, 2025 " "
" £100000000000000000 to £200000000000000000, 2070 " "
" £200000000000000000 to £500000000000000000, 2115 " "
" £500000000000000000 to £1000000000000000000, 2160 " "
" £1000000000000000000 to £2000000000000000000, 2205 " "
" £2000000000000000000 to £5000000000000000000, 2250 " "
" £5000000000000000000 to £10000000000000000000, 2295 " "
" £10000000000000000000 to £20000000000000000000, 2340 " "
" £20000000000000000000 to £50000000000000000000, 2385 " "
" £50000000000000000000 to £100000000000000000000, 2430 " "
" £100000000000000000000 to £200000000000000000000, 2475 " "
" £200000000000000000000 to £500000000000000000000, 2520 " "
" £50000000

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers						
Amoy	Brit.	876	Jan. 8	Siemssen & Co.	Shanghai	K'loon Dock
Bombay	Brit.	1079	Jan. 2	P. & O. S. N. Co.	Yokohama	Malls
Campana	Brit.	95	Oct. 2	Kwok Acheong		Repairing
Carabrooke	Brit.	986	Dec. 19	Man Hing Chan	Stow, Amoy & S'hal	at daylight
Chetoo	Brit.	684	Jan. 11	Butterfield & Swire	Shanghai	To-day
China	Brit.	648	Jan. 11	Siemssen & Co.	Y'ham & S. F'elso	19th, noon
City of Peking	Amer.	6079	Jan. 5	P. M. S. S. Co.	Coast Ports	at daylight
Conquest	Brit.	317	Jan. 9	K'wang Lee Yuen	Manila	To-day
Douglas	Brit.	864	Jan. 9	Douglas Laprak & Co.	Manila	Tug Plying
Emmy	Brit.	202	Jan. 10	Remedios & Co.	Manila	K'loon Dock
Fame	Brit.	117	Dec. 23	H. K. & W. Poon Dock Co.	Manila	To-morrow
Flutahie	Brit.	1243	Jan. 10	H. K. & W. Poon Dock Co.	Manila	To-day
Flitow	Brit.	920	Jan. 10	H. K. & W. Poon Dock Co.	Manila	To-day
Galatia	Brit.	1287	Jan. 10	H. K. & W. Poon Dock Co.	Manila	To-day
Halong	Brit.	277	Jan. 10	H. K. & W. Poon Dock Co.	Manila	To-day
Hilodan	Brit.	991	Jan. 10	H. K. & W. Poon Dock Co.	Manila	To-day
Kelohow	Brit.	371	Jan. 10	H. K. & W. Poon Dock Co.	Manila	To-day
Mactan	Brit.	1060	Jan. 10	H. K. & W. Poon Dock Co.	Manila	To-day
Marina	Brit.	359	Oct. 18	Remedios & Co.	Manila	To-day
Marine	Brit.	894	Dec. 24	Jardine, Matheson & Co.	S'pore and Penang	To-day
Nelson	Brit.	500	Oct. 30	Remedios & Co.	Manila	To-morrow
Perusa	Brit.	2000	Nov. 24	Olyphant & Co.	Honolulu & Callao	To-morrow
Radenhire	Brit.	1201	Jan. 6	H. K. & W. Poon Dock Co.	Manila	To-day
Sea Gull	Brit.	48	Sept. 19	Insurance Company	Manila	To-day
Sin Naning	Brit.	714	Dec. 21	Jardine, Matheson & Co.	Manila	To-day
Stentor	Brit.	1304	Jan. 11	Butterfield & Swire	Manila	To-day
Taiwan	Brit.	408	Jan. 12	Douglas Laprak & Co.	Manila	To-day
Flintan Abbey	Brit.	786	Dec. 27	Jardine, Matheson & Co.	Manila	To-day
Venice	Brit.	1271	Jan. 2	Douglas Laprak & Co.	Manila	To-day
Yesso	Brit.	559	Nov. 22	Douglas Laprak & Co.	Manila	To-day
Sailing Vessels						
Ada Waiwai	Am. Sm. so.	558	Nov. 28	Captain		
Adeline & Marianne	Am. bge.	300	Jan. 7	Wm. Pustau & Co.		
Alden Bease	Am. bge.	407	Nov. 28	Douglas Laprak & Co.		
Alexandra	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Alphington	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Anie Florence	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Angela	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Anna	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Annie Lory	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Annie M. Small	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Annie S. Hall	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Asens	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
B. F. Watson	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Beethoven	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Bibiana	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Bomball	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Carl Ritter	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Ceres	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Charles Moutart	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Charlotte Andrews	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Charter Oak	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Clurrun	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
City of Halifax	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Clara	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Coran	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Cresswell	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Dauphin	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
E. von Bequilleu	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Echo	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Emma	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Ferdinand	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Fortuna	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Fortune	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Georgia	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Glamorganshire	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Glenruth	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Glory	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Golden Spur	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Great Admiral	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Helene	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Hermann	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Humboldt	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Ionian	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Jalo	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Jessie Jamieson	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Julia A. Brown	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Jurgen	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Kate Watson	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Marie Charlotte	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Matie Louise	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Marion	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
May Queen	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Mignon	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Morning Star	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Niagara	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Norseman	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Northern Star	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Onida	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Perla	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Peter	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Pheton	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Quickstep	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
R. C. Rickmers	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Rapid	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Boas Boettcher	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Salisbury	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Santa	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Sophie D.	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
St. Adresse	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
St. Anne	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
St. Idone	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Sully	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Sumatra	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Tartar	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Tay Watt	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Thoon Kramom	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Tutulla	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Vega	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Vesta	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Viscount McDuff	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
W. E. Gladstone	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Warrior	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
WHARFHOA						
Antipodes	Brit. bge.	582	Dec. 28	Arnhold, Karberg & Co.		
G. H. Wuppura	Brit. bge.	582	Dec. 27	Arnhold, Karberg & Co.		
Kronprinzessen	Brit. bge.	582	Dec. 27	Arnhold, Karberg & Co.		
Slmsed	Brit. bge.	582	Dec. 27	Arnhold, Karberg & Co.		

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Andante	8	French	Iron-clad	3359	12	480	Jan. 8	Callot
Andante	6	British	Iron-clad (flag-ship)	6034	14	600	Dec. 10	F. Durrant
Chop-ching	6	Chinese	gunboat	300			Jan. 10	Lee Tack Ming
Comma	7	French	man-of-war	774	3	160	Dec. 17	B. J. Church
Outlaw	6	British	gun vessel	464	4	180	Dec. 11	M. McNeill
Fly	6	British	gun vessel	464	4	180	Dec. 18	C. B. D. Willock
Growler	6	British	gun vessel	774	3	160	Dec. 8	W. G. Scott
Lapwing	6	British	gun vessel	1249			Jan. 5	M. Galahs
La Hogue	6	French	man-of-war	2591				
La Hogue	6	French	military hospital	877	4	150	Dec. 8	R. H. Napier
La Hogue	6	British	surveying vessel	408	2	60	Nov. 20	O. F. Tudor
La Hogue	6	British	gun vessel	3097	14	1111		Commander Watson

HONGKONG MARKET PRICES.

Corrected to Saturday, January 12, 1878.

At 1070 Cash per Dollar Mexican.

Patch.
Highest. Lowest.
Cash. Cash.

Butcher Meat.

Bacon, English, . . . lb.	500	—	來路烟猪肉
„ „ „ „ „ „ „ „	300	250	花旗烟猪肉
„ „ „ „ „ „ „ „	200	180	福州烟猪肉
Beef, sirloin and prime cut, cy.	150	140	尾龍扒
Beef Corned, . . . catty	130	120	鹹牛肉
„ „ „ „ „ „ „ „	140	130	燒牛肉
„ „ „ „ „ „ „ „	90	80	湯肉
„ „ „ „ „ „ „ „	140	130	牛腩
„ „ „ „ „ „ „ „	60	50	牛腩
„ „ „ „ „ „ „ „	320	300	鹹牛腩
„ „ „ „ „ „ „ „	500	400	牛頭
„ „ „ „ „ „ „ „	140	120	牛心
„ „ „ „ „ „ „ „	130	120	牛肩
„ „ „ „ „ „ „ „	40	30	牛腰
„ „ „ „ „ „ „ „	60	50	牛尾
„ „ „ „ „ „ „ „	100	90	牛肝
„ „ „ „ „ „ „ „	80	60	牛肚
„ „ „ „ „ „ „ „	50	40	牛仔頭
Calves' Head and Feet, set	600	400	牛仔頭
„ „ „ „ „ „ „ „	300	280	火腿
„ „ „ „ „ „ „ „	180	160	金華火腿
„ „ „ „ „ „ „ „	350	320	來路火腿
„ „ „ „ „ „ „ „	180	160	羊腩
„ „ „ „ „ „ „ „	140	130	羊腩
„ „ „ „ „ „ „ „	130	120	羊肝
„ „ „ „ „ „ „ „	60	50	豬蹄
„ „ „ „ „ „ „ „	100	90	豬蹄
„ „ „ „ „ „ „ „	110	100	豬蹄
„ „ „ „ „ „ „ „	50	40	豬蹄
„ „ „ „ „ „ „ „	50	40	豬蹄
„ „ „ „ „ „ „ „	1500	1000	豬蹄
„ „ „ „ „ „ „ „	130	120	豬蹄
„ „ „ „ „ „ „ „	140	130	豬蹄

Poultry.

Oapone, . . . catty	180	160	雞
„ „ „ „ „ „ „ „	110	100	鴨
„ „ „ „ „ „ „ „	100	—	鵝
„ „ „ „ „ „ „ „	160	150	雞
„ „ „ „ „ „ „ „	300	250	鴨
„ „ „ „ „ „ „ „	150	140	鵝
„ „ „ „ „ „ „ „	80	80	雞
„ „ „ „ „ „ „ „	600	500	鴨
„ „ „ „ „ „ „ „	120	110	鵝
„ „ „ „ „ „ „ „	170	160	雞
„ „ „ „ „ „ „ „	400	350	鴨
„ „ „ „ „ „ „ „	320	300	鵝

Fish.

Bombay Ducks, new per hundred	400	300	乾魚
Bream, catty	90	80	魚
Catfish, "	100	90	魚
Codfish, Salt, "	200	180	魚
Crabs, "	200	100	蟹
Cuttle Fish, "	100	90	魚
Dace, "	90	80	魚
Dog Fish, "	60	50	魚
Dory, "	120	110	沙
Eels, Congor "	60	50	魚
" White "	150	—	魚
" Yellow "	200	180	魚
" Silver "	150	—	魚
File Fish, "	90	80	魚
Fresh Fish, Large "	150	130	魚
" Small "	80	70	魚
Frog, "	200	—	魚
Gareupa, "	180	120	魚
Gudgeon, "	80	70	魚
Gurnard, "	110	100	魚
Haddock, "	100	90	魚
Herrings, fresh "	50	40	魚
" smoked box	\$1.00	—	魚
King Crab, catty	300	250	魚
Ldva Fish, "	180	120	魚
Lobsters, "	90	80	魚
Mackerel, "	80	70	魚
Mullet, "	70	60	魚
Oysters, "	110	100	魚
Parrot Fish, "	180	120	魚
Perch, "	70	60	魚
Pike, "	120	100	魚
Plaice, "	110	90	魚
Pomfret, White "	100	90	魚
Pomfret, Black "	100	80	魚
Prawns, "	180	130	魚
Ray, "	80	70	魚

Mr Russell asked Sergt. Bremner if he had any further evidence to produce, and the Sergeant replied in the negative. Mr Russell said that, after what the Judge had said in a recent case, he should have thought the Police ought to have made some arrangements to get reliable evidence to determine the value of coins said to be base.

Defendant said:—On the 8th, 9th and 10th I was not in Hongkong, and I arrived here yesterday afternoon by the S. S. *Kiwiking*. Before leaving Fatsan a relation of mine gave me 1 tael and 3 mace and the dollar marked D. I do not live at Hongkong and went to visit my aunt who lives behind the Tung Hing Theatre and my aunt had no rice, so I went to complainant's shop and asked for a dollar's worth of rice. He looked at the dollar and said it was copper. I said if it is copper return it to me. The complainant was very angry at the time. I said I have got 10 cents and some broken silver. I was never in Hongkong before. I know nothing of the \$3 marked A. B. and C. A carpenter on board the S. S. *Kiwiking* could certify that I came down yesterday. Mr Russell committed him for trial and directed the police to get a warrant and search the Aunt's house.

SUPREME COURT.

IN CRIMINAL SESSIONS.
(Before His Honor Mr Justice SNOWDEN,
with a Special Jury.)
Jan. 12, 1878.

A SPECIAL SESSIONS.

THE "YESSO" EXPLOSION CASE.
Theodore Bernard, Chief Engineer, and Wm. H. King, the 3rd Engineer, of the British steamer *Yesso*, were arraigned on two counts of manslaughter in causing the death of one Tsang Asan and one Mahomed Etop, on the 22nd November last by the explosion of the starboard boiler of the steamer.

The Attorney General, the Hon. G. Phillippo, instructed by the Crown Solicitor, Mr Sharp, appeared for the prosecution. Mr Hayllar, Q. C., instructed by Mr Bretton, appeared for the first prisoner, and Mr Francis, instructed by Mr Denny, appeared for the second prisoner.

The following special Jury was empanelled: Messrs H. B. Gibb, Rhos-Fin, W. Wilson, A. G. McG. Heaton, H. Remondion, W. R. Landstein, and D. Kutturjee. This case was resumed to-day.

The Attorney General proposed to put in the statements of the prisoners made at the Coroner's inquest. This was done, the statements of one prisoner against the other being cut out.

Mr Hayllar: Before laying the case before the Jury I wish to ask for some points to be reserved. I think this is a proper time to do it. Under the 8th section of 2 of 1869 your Lordship has power to reserve points, and I think it will be a convenient time now to mention them. The first point is with reference to the duty of the Chief Engineer.

I have nothing to do with the Second Engineer, who is defended by my learned friend, Mr Francis:—that the only duty really thrown upon my client is that cast upon him by the owners. That duty was to exercise a general supervision over the engines and boilers and to use his own discretion in doing so. Then this is the point—that he did exercise his own discretion in making certain examinations and in appointing certain duties to his subordinates, which he had power to do, and there is no evidence of any neglect in selecting those subordinates or in appointing the duties to them. Then the second point is that there is no evidence that he knew at any time, or in any way, that the boilers were in a dangerous state, or that either of them was so; and that, so far as he was concerned, this was a mere matter of scientific inference; that in failing to draw such inference he only committed an error of judgment; that he is not to be held responsible for the omission of any one specific duty, and that is insufficient; and that the proximate cause of the accident was the faulty construction of the boilers. There is a great body of law on the subject, but I do not propose going into it now.

His Lordship: My proposition to the Jury would be that, in the absence of any rules which interfere with it, the duty imposed on a person who has care of machinery of this kind, is to use reasonable skill and caution, and, if he omits that and death ensues, he is guilty of culpable negligence, amounting to manslaughter. There was one other duty imposed upon the Chief Engineer, and that was to superintend, whatever that may mean.

The Attorney General: There is only one remark that I would make, in consequence of what fell from my learned friend in regard to the neglect of duty. He said there was no case in the books in regard to general negligence, but merely in regard to specific acts of negligence. That is not so. There are cases reported where death has been caused by negligence on the part of persons who omitted to supply necessities and so forth, and Lord Campbell himself, I think, referred to a case of neglect of duty very nearly resembling the present one. The most recent case of that description was the *Pengo* murder case.

Mr Francis: On behalf of the second prisoner I venture to submit to your Lordship there is, in point of law, no case that ought to be submitted to the Jury.

His Lordship: Do you call witnesses? Mr Francis: Yes, my Lord. In the first place, I submit, there was no legal duty whatever—moral duty there may have been—independent on the second prisoner with reference to the deceased, and that, unless there was a legal duty towards the deceased, my client cannot, in point of law, be made liable for any negligence whatever.

His Lordship: The deceased are a passenger and one of the crew.

Mr Francis: The only duty incumbent on the second prisoner was the duty arising out of the contract with his employers. In the case of the *Queen* versus Thomas Smith, reported in page 836 of the last edition of Russell's case, a watchman at a railway station where a tramway and an ordinary highway crossed each other. The prisoner was there for the purpose of warning people in case of danger. He absented himself from his post and neglected his duty. Somebody crossed over the junction and was killed by a passing wagon. It was held in that case that there was no duty towards the deceased, as one of the public, incumbent on the watchman—that the prisoner was merely a private servant, and that consequently his neglect did not constitute such a breach of duty as to make him guilty of manslaughter. In a foot-note to the case it was stated that to prove the prisoner guilty it must have

been shown that he neglected some duty towards the deceased as one of the public using the highway.

The Attorney General said it was a question whether the case was correctly reported. Mr Francis said that hundreds of other cases showed it. Even in the case of the *Pengo* murder it was part of the charge to the Jury at the trial that, unless there was a legal duty incumbent on the different parties to provide food, no neglect of which they might have been guilty of—neglect of a moral duty—would be sufficient for a conviction.

If he neglected to provide his own child or wife with food—in reference to them he would have a legal duty—and if they died through his neglect he was culpable, but if he allowed his greatest friend and benefactor to die in a room next to his own he would not be guilty of any crime in the eye of the law. He said the only duty incumbent on the prisoner was the duty arising out of his contract—his duty to obey orders, and he had no duty whatever imposed upon him with reference to passengers or other members of the crew, and he could not be rendered liable in any action for damages. The only persons liable for any duty towards the passengers or public were the owners and Captain who undertook a certain duty towards them. He submitted also that there was no evidence of any duty incumbent upon the prisoner, legal or otherwise, but if His Lordship should be of opinion that there was some evidence of a duty put on his shoulders to report, which was the only negligence of duty alleged against him, then he submitted that that was altogether too remote from the explosion and death to render him criminally liable in any shape or form. It had been decided in numbers of cases that the death must be the direct and immediate consequence of the neglect of duty charged, and he submitted to His Lordship that in this case, if they were to trace the chain of cause and effect, there would be many intervening links between the neglect of duty by the second prisoner and the death of the deceased. There was the case of the *Queen* against *Reed*, in which certain persons whose clearly legal duty it was to keep a road in repair neglected that duty, and a person driving along the road fell into a hole left there by the neglect of the persons whose duty it was to keep the road in repair. These persons were indicted for manslaughter and it was held.

His Lordship: Were they trustees? Mr Francis: Yes, my Lord. It was their clear statutory duty to keep the road in repair. It was laid down there first, that the neglect of duty, must be immediately connected with the death and, secondly, that not only must the negligence make a person guilty of it liable for felony by personal, but it must be the immediate result of that personal negligence. Now the duty incumbent upon the first engineer, if any, to report to his owners and have that boiler repaired. In the case of which I am referring the road surveyors or trustees were not to report the existence of the hole themselves, but to enter into a contract and make arrangements for having it repaired.

With reference to the third engineer he is a step further removed from that primary duty. It was not in his power to get that boiler repaired himself. It was his duty to report to others; he ought to report to some one else whose duty it was to contract for the repair of the boiler, and I say that duty is altogether too remote from the death of the deceased to render the second prisoner in any way liable criminally for his conduct; and with reference to that same point I submit that we have had clearly in evidence that the immediate, proximate cause of death was the undue and unusual pressure of the steam in the boilers a few moments before the explosion, caused by a sudden increase of heat through drawing the fires, and that for the management of the engines, the regulation of the pressure, and the drawing of the orders, and the second engineer gave the engine-room at the time. Then, there was what was mentioned by Mr Hayllar, the very strong evidence as to the worthless character of the plate itself, but perhaps that is a question for the Jury. Upon these points, that the prisoner had no legal duties towards the deceased, and that the negligence of his duty, whatever it was, was not the immediate and proximate cause of death, he submitted there was no case against his client to be left to the Jury.

His Lordship said he thought the Jury with regard to the second prisoner, would have to consider that acting in a subordinate capacity it was his duty to use reasonable skill and care in dealing with the dangerous machinery under his charge, and that if he failed to do so he was guilty of culpable negligence. He would reserve the points raised before him for consideration.

Mr Hayllar then addressed the Court on behalf of the 1st prisoner. He contended that there were two grave defects in the construction of the boiler. The 1st was the construction of the stays, which should have been made to last as long as the shell itself. The 2nd was that the plate was not made of Lowmoor iron at all, and if of Lowmoor iron, it must have been one of a very inferior quality. The law only requires of a man should exercise ordinary care and skill, but the different build, and could not be expected to anticipate a defect in this particular boiler. The learned counsel then referred to the law of manslaughter by neglect of duty, and quoted the case of *Reg. v. Downer*, a case where the prisoner was indicted for neglecting to supply medical aid; contending that culpable negligence rendering the party liable to indictment, should be of a reckless character, and not of a kind of ordinary omissions. The chief engineer in the exercise of his discretion left a good deal of his duties to be performed by his subordinates, and as to be found in the evidence, he left the special duties of looking after the engines to the 3rd engineer, and that of the 3rd engineer did his duty properly or not, the learned counsel had nothing to do with it, as he had only to show that the duty of looking after the boilers was left to him by the engineer. From the evidence, it was clear that no report had ever been made to the chief engineer, and nine months before the accident, he made an inspection of the engines and boilers, and he said they were not in their present state; they were a little corroded, but there was nothing to be alarmed about. The scientific evidence was very important on certain points, such as the present state of the boilers, but it must be taken with great caution when it gave an estimate of the probable time at which the boiler must have been in a dangerous state and could have been detected as a matter of fact iron corroded much faster than the surface was eaten away. And there was another point which must be

borne in mind. The Chief Engineer not being accustomed to this kind of gusset stays could not be expected to conclude that the gusset stays had been so dangerously eaten away, especially when their ostensible appearance was so deceiving. The peculiar construction of these gusset stays required extraordinary knowledge, so that the want of a knowledge of them would not be a want of ordinary skill imposed on a ship's engineer by law. The learned counsel then quoted from the evidence to show that the 1st prisoner had made examinations, thus proving that he had not been guilty of such want of common prudence and care in the performance of his duties that should render him criminally liable. He then referred to the existence of a system of Government inspection of boilers &c. in England, and this precaution tended to show that the testing of boilers did not come within the range of an engineer of ordinary skill.

The Court was then adjourned.

When the Court resumed, Mr John Inglis was called for the 1st prisoner.—I am a mechanical engineer. I came out in 1864 as Engineer for the Mint; I am carrying on business here under the style of Victoria Foundry. I know the old boilers of the *Yesso*; they had longitudinal stays. The boiler lasted about nine years. They were once sent to us to repair, and the Chief Engineer pointed out what was required to be done. The condition of the boilers then, showed that the engineers had been very particular with them. The parts which required repairs done to them were the superheater and the bottom part of the boiler. I have seen the present boilers. The fracture in the starboard boiler was caused by the chemical and mechanical action combined. Boilers with gusset stays of that kind are generally land boilers, of small diameter. Fresh water is generally used in them. When the surface of iron is corroded, corrosion progresses more rapidly at the latter stages. When iron is subjected to straining and vibration, it is liable to crystallization, which destroys the fibres of the metal, and does not appear to me to be of sufficient thickness; I should as a matter of practice have used $\frac{3}{4}$ of an inch. The back plate was laminated and of poor iron; laminated iron is weak in strength. The samples shown me (taken from the broken plate) seem to be made of poor iron; it should not flange like that. I do not think it is Lowmoor iron. The other piece (3rd sample) is of Lowmoor iron; Lowmoor iron is the best iron and is more expensive. I should not have expected the plate to have worn off so much after only three years' use. Going inside the boiler, the backs of the stays would be visible; the lower part was completely gone, but the upper part was of the ordinary thickness. From what I saw of Mr Bernard, and from the condition of the old boilers, I consider him a very careful engineer. I have personal experience of the bursting of boilers. As a practical ship's engineer, I should think that a person not accustomed to these stays might not have expected them to be worn so far in this manner; he might have easily overlooked them.

By the Attorney General.—The stays did not appear to corrode to that extent all at once; it must have been going on gradually for several months. I can scarcely give an opinion as to how long the corrosion has been going on; appearance of decided corrosion might have been visible nine months ago, but it is difficult to say, as one iron cannot say even six months. If another engineer finds signs of corrosion, he would examine the boiler once every six months. I did not see any sign of lamination in the portion remaining of the burst plate. Second class iron would flange too. A class of Yorkshire would bend too, and I think that plate was made of Yorkshire iron. It would deteriorate faster. The plate was corroded more at the part of the angled iron, but it would require drilling to ascertain the extent of the corrosion. If one's attention was called to the gusset stays he could find out their state without much difficulty. If periodical examinations were made every six months, a careful engineer would have found out their condition.

By Mr Francis for the 2nd prisoner.—The serious deterioration of the back plate lay at the lower part of the plate, and with the angled irons there, nothing short of drilling could have discovered the deterioration. Drilling was only used when there was strong suspicion of the plate giving way. From experience, I have seen plates of six years' use very little worn, so that mere length of use would not have been a reason for drilling a plate. Tapping could not have discovered the weakness in this particular plate. Even if I saw the gusset stays in a bad state, I should not have suspected the plate to be weak, assuming the plate to be of the proper thickness. The bulk-head outside prevented the plate being examined from outside. I have seen perhaps 9 or 10 explosions, and among these instances I have known one in which the iron exploded very deceptively in appearance before the explosion. This was the bottom of a boiler, which exploded from over-pressure. The iron appeared to be only a little thinner. Assuming the plate not to have been stayed, the bursting pressure of a good Lowmoor plate of that size and proper thickness would be about 50 lbs., it could safely carry 20 to 25 lbs.

Re-examined by Mr Hayllar.—Estimate of the length of time at which deterioration had become dangerous was only a matter of speculation. There was no data to go upon. I should think all these stays were made of the same quality of iron. These were not the kinds of stays to be found in American engines.

By the A. G. through the Court.—The working pressure of a plate of proper thickness without stays would be about 20 lbs., at the outside. The plate as it was would be, I should say, safely carry more than 18 or 14 lbs., and the bursting pressure would be a little more than double that quantity.

Mr Wm. Murphy was called.—I had been manager of the Novelty Iron Works for about nine years, and am a boiler-maker. I have made hundreds of boilers of American models. I made the *White Cloud's* boilers. I always made the stays round. I have seen the stays of the *Yesso's* boilers; they were not properly made according to my views. Some boilers would destroy stays quicker than other parts of the boiler. The *White Cloud's* stays were made seven or eight years ago. I hear they are very good yet. The part of the boiler at which the stays were corroded faster on account of the greater heat at that part. I cannot say whether the exploded plate of the *Yesso* was made of Lowmoor iron or not; the iron was shelly or loose. The iron shown me was not good iron; I should not have used it for that purpose. I have never seen

gusset stays in American boilers, and I only saw gusset stays once in English-made boilers, that was in the *Luzon*. They were all eaten away at the water level. An ordinary engineer, who is not a boiler-maker, would certainly be deceived by such stays as those in the *Yesso*. I know Mr Bernard personally; he is a first-rate engineer. I have never heard that he was not a good and economical engineer in running a ship.

By the Court.—An extremely careful survey of the boiler would have discovered the corrosion in the stays. Engineers as a rule, when they go into a boiler, examine all parts of the boiler.

Mr W. H. Forbes was called.—I am the head partner of Messrs Russell & Co. here. The 1st prisoner was in the employ of the company as 2nd engineer; he was in our service for 5 or 6 years. He was 2nd engineer of the steamer *White Cloud*. He bore the very best character.

Mr Hayllar then summed up his case. From the evidence of Mr Murphy, it was clear that the stays were of faulty construction, and an ordinary careful engineer had a right to assume that the work was properly done. As to the weighting of the safety valve at 30 lbs., it was proved that the vessel was never worked up to that pressure, so that it was immaterial at what rate it was weighted so far as what had happened to the boiler was concerned; it was outside the question at issue. Mr Hayllar then commented on the absence of any report as to the state of the gusset stays from the 2nd and 3rd engineers to the Chief Engineer.

There was no case where a person was convicted for bursting of boilers; there was one person presented, but not convicted. As to error of judgment, the learned counsel cited the case of the *Milford*; it was held there that a man could not be convicted of manslaughter caused by error of judgment, unless it was a culpable error of judgment.

Capt. Ashton was called by Mr Francis for the 2nd prisoner. He was called to prove the positions of the engines and the boilers, &c. The prisoner usually choked the wheel when the steamer arrived, and to do this he had to go upon the hurricane deck.

Mr Alfred Hadley was called.—I am Foreman boiler-maker in the Naval Yard, have been in the Naval Service for 15 years, and 10 years foreman boiler-maker. I have made many boilers have passed through my hands. I am thoroughly acquainted with the quality of iron plates, and the pieces of the broken plate shown below, and the pieces in Court. The iron was of a remarkably common quality. The fractured part is highly crystallized and fibrous. I took two pieces off to test them at the Naval Yard. From the results of the test I am of opinion that it was not Lowmoor iron, a very common iron indeed. I have a piece of Lowmoor iron in my hand, it bends without showing any sign of lamination. Every Lowmoor plate was stamped; the stamp was generally put outside in the making of boilers. I have looked for a stamp in the broken plate, but could not find one. The greatest corrosion in the plate down below was at the lapping. I think it gave way there first; a good Lowmoor plate would not have torn off in that manner. On the plate there were light marks. The plates were stays in themselves, therefore it should not have been in place in the boiler, the extent of the corrosion would not be visible to the eye if you only made an examination with a lamp. Tapping would not reveal the defect; it required a good hard thump, but it was in such a position that it could not be thumped.

Cross-examined.—Lowmoor iron varies in quality. I have found Lowmoor plate issued by the navy defective. We have to test it. It is possible for the broken plate to be Lowmoor, but not the broken plate to be a common piece of iron like that; any skillful man could do it. The Lowmoor plate may have been put on the inner side, but hardly probable. It was a very thin plate for its size; I should have used $\frac{5}{8}$ th inch plates. Lamination cannot be detected without heating the plate. The explosion would not cause it to laminate. Boilers should be tested by hydraulic pressure once every six months; this is done in the Navy. I tested two boilers yesterday while they were standing in the ship.

Re-examined.—Whether that plate be Lowmoor iron or not, it was a very common one indeed, and I should not use it for that purpose. It was bad in quality and thin in proportion to its size.

Mr Francis then addressed the Court on behalf of the 2nd prisoner. He said the case was divided into two parts, one part of the defence would hold with reference to both prisoners, and the second part alone to the 2nd prisoner alone. But the main question was whether the prisoners were guilty of culpable negligence or mere error of judgment. On this point the defence would hold good for both. As to the 2nd prisoner alone, the first question was, taking all the facts of the case together, whether there was any responsibility attached to him, and had he charge of the boilers. The second question was to what extent was duty imposed on him. Now the 2nd engineer was the person in charge of the engines at the time of the explosion, and he supervised the drawing of the fires. The plate was faulty in its construction, but it was at a place where it was expected to be weak, and it was so placed as to be impossible to examine the space between not being sufficient to admit of a hammer being used.

The immediate and proximate cause of the accident was the result of an error of judgment on the part of the 2nd engineer, who allowed the steam to run up to the pressure at which the explosion took place. The nearest proximate cause of the accident was the inherent defect of the plate, and the deterioration which could not have been detected at that place. If these were the causes of the accident, the prisoners would not be guilty of culpable negligence. As to the second prisoner himself, it was reasonable that he should conclude that the plate was made of the proper material and proper thickness, and he had no means of knowing that it was not so; and he did not expect that the plate would be weak at this point. That being so he could not have been guilty of neglect of duty. The only misconception of his duty was that he did not report to the chief engineer the state of the gusset stays when he found them corroded; but it was in evidence that on board American steamers, any report was to be made through the first assistant, so that if the 3rd prisoner made the report to the chief engineer, his duty was that he did not report to the chief engineer the state of the gusset stays when he found them corroded; but it was in evidence that on board American steamers, any report was to be made through the first assistant, so that if the 3rd prisoner made the report to the chief engineer, his duty was that he did not report to the chief engineer the state of the gusset stays when he found them corroded; but it was in evidence that on board American steamers, any report was to be made through the first assistant, so that if the 3rd prisoner made the report to the chief engineer, his duty was that he did not report to the chief engineer the state of the gusset stays when he found them corroded; 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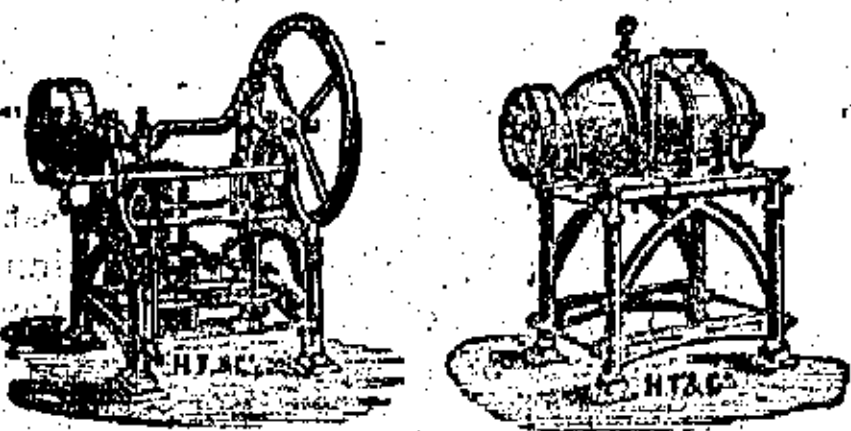
Intimations.

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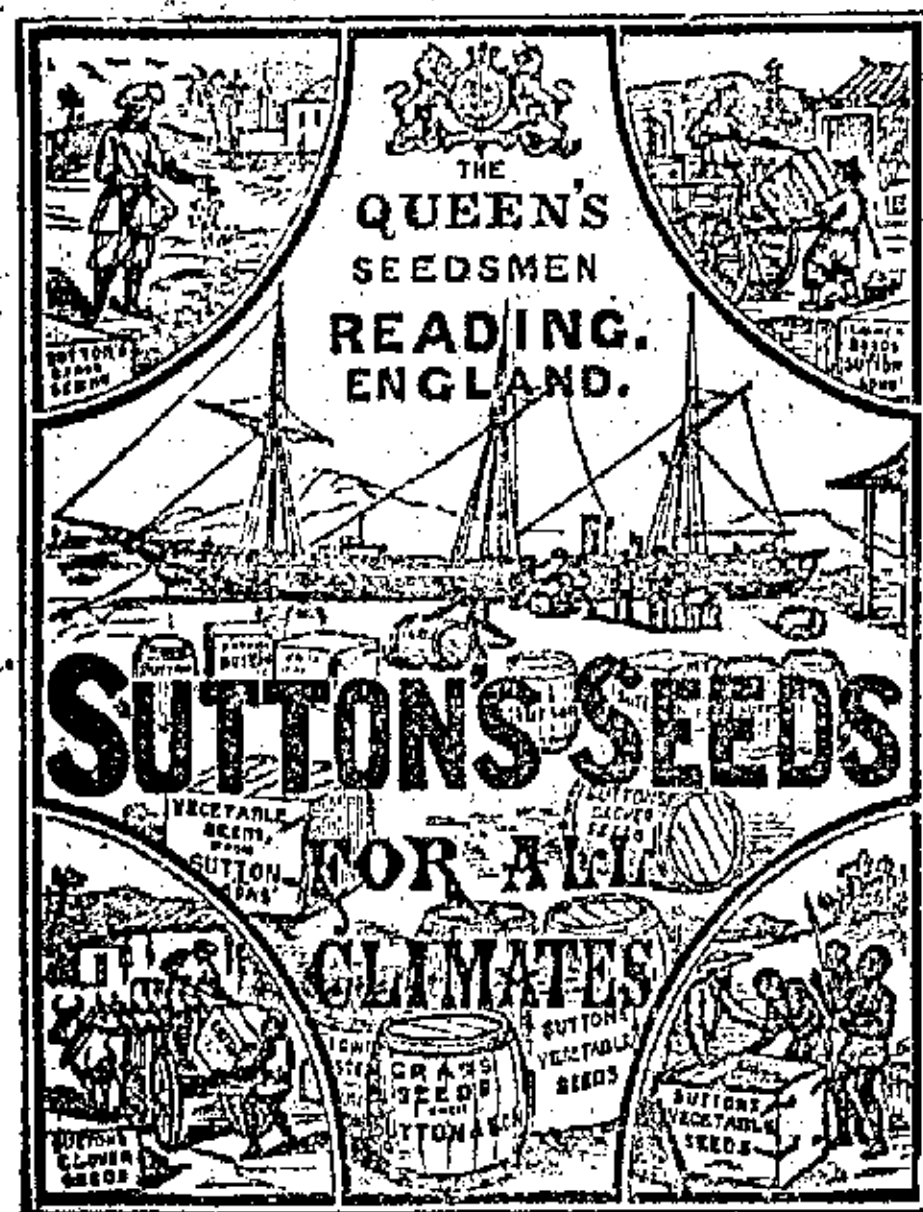
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(OZONIC OXYGEN)

THE NEW CURATIVE AGENT, AND ONLY RELIABLE REMEDY FOR NERVOUS AND LIVER COMPLAINTS.

MULTITUDES OF PEOPLE are hopelessly suffering from Debility, Nervous and Liver Complaints, Depression of Spirits, Hypochondria, Timidity, Indigestion, Failure of Hearing, Sight, and Memory, Lassitude, Want of Power, &c., whose cases admit of a permanent cure by the new remedy Phosphodyne (Ozonic Oxygen), which at once allays all irritation and excitement, imparts new energy and life to the debilitated constitution, and rapidly cures every stage of these hitherto incurable and distressing maladies.

DR. BRIGHT'S PHOSPHODYNE.

Is sold only in Cases at 10s. 6d. by all Chemists and Patent Medicine Vendors throughout the Globe.

Full Directions for use in the English, French, German, Italian, Dutch, Spanish, Portuguese, Russian, Danish, Turkish, Persian, Hindostani, Madras, Bengalee, Chinese and Japanese Languages, accompany each case.

CAUTION.—The large and increasing demand for Dr. Bright's Phosphodyne has led to several imitations under similar names; purchasers of this medicine should, therefore, be careful to observe that the words "Dr. Bright's Phosphodyne" are blown in the bottle, and that the Directions for use are printed in all the languages as above, without which none can possibly be genuine. Every Case bears the Trade Mark and Signature of Patented.

Important Caution: Beware of Piracy and a Spurious Imitation.

Wholesale Agents for:

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Notice to the Trade.—Dr. Bright's Phosphodyne can only be procured through the above appointed Agents, who will supply on liberal terms.

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A pleasant tonic and refreshing adjunct to the Toilet and Bath, a reviving scent and a powerful disinfectant. For warm climates it is invaluable.

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RIMMEL'S LIME JUICE AND (GLY-CELINE) give the hair a beautiful gloss without greasing it, nourishes the roots, and imparts an agreeable coolness to the head.

RIMMEL'S PURE WHITE GLYCE-RINE SOAP, BROWN WINDSOR, ROUNLY, ALMOND, LITTLE, COAL-TAR, and other SOAPS in bars or cakes.

RIMMEL'S VELVETINE, VIOLET,

For Sale.

C O A L.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.

Apply to BATTLES & Co.
Hongkong, December 3, 1877.

WASHING BOOKS.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.
CHINA MAIL Office.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

FORMOSA, German 8-m. schooner, Capt. Scherer.—Melchers & Co.
ANNIE S. HALL, American barque, Capt. Chas. H. Nelson.—Captain.
BIBBER, British ship, Captain W. Reynolds.—Order.
GLIMMER, British barque, Capt. Lang.—Chinese.
VERA, German barque, Capt. R. Dirks.—Melchers & Co.
R. C. RICKMERS, German ship, Captain R. O. Stolt.—Wm. Pustau & Co.
PHANTOM, British barque, Captain H. D. W. Schul.—Wieler & Co.
EMMA, German barque, Captain H. J. Gnan.—Wm. Pustau & Co.
ADELINA & MARIANNE, German barque, Captain C. N. Dahl.—Wm. Pustau & Co.
WARRIOR, British barque, Capt. William Baumann.—Wieler & Co.
QUICKSTEP, American barque, Captain Barnaby.—Captain.
TARTAN, German brig, Captain Kaemena.—Melchers & Co.
MADRID, British steamer, Capt. J. H. Broker.—Stemmen & Co.
VELOCITY, British barque, Captain R. Martin.—Wm. Pustau & Co.

SHIPPING.

ARRIVALS.

Jan. 12, Taitan, British steamer, 408, M. Young, Foochow Jan. 9, Amoy 10, and Swatow 11, General.—DOUGLAS LAFFRAN & Co.
Jan. 12, Fuyee, Chinese steamer, from Canton.
Jan. 12, Marla, British steamer, 1090, J. H. Broker, Saigon and Montong Jan. 9, General.—Stemmen & Co.
Jan. 12, 8.30 p.m., Leesun, Chinese steamer, 734, R. Gibbon, Shanghai Jan. 9, 3.45 a.m. General.—O. M. S. N. Co.
Jan. 12, Kalya, Russian barque, 600, J. Root, Bangkok Nov. 10, General.—O. M. S. N. Co.
Jan. 12, Emmy, French barque, 313, Degomen, Newcastle (N.S.W.) Nov. 22, General.—O. M. S. N. Co.
Jan. 12, Pearl, British steamer, 704, H. Munk, Singapore Dec. 30, via Saigon, General.—Max Hing Chan.
Jan. 12, Velocity, British barque, 600, Martin, Hago Dec. 31, Rio.—Wm. Pustau & Co.

DEPARTURES.

Jan. 12, Marla, for Port Chalmers.
12, Fungshun, for Shanghai.
12, Tientsin, for Shanghai.
12, Sindh, for Shanghai.
12, China, for Shanghai.
12, Charles Mowat, for Whampoa.
12, Nelson, for Singapore.
12, Macdon, for Manila.

CLEARED.

Galatea, for Shanghai.
Pearl, for Swatow.
Thoon Kramom, for Bangkok.
Douglas, for Coast Ports.
Hailong, for Tamsui, &c.
Stentor, for Shanghai.
Chafso, for Shanghai.
Tintern Abbey, for Saigon.
Conquest, for Hainan.
Cruswell, for Bangkok.
Salisbury, for Manila.
Emmy, for Manila.
Peruvia, for Honolulu and Peru.
Fuyee, for Shanghai.
Formosa, for Whampoa.
Emma, for Amoy.
Peter, for Taiwan.

PASSENGERS.

ARRIVED.
Per Taiwan, from Coast Ports, Captain Lang, and 24 Chinese deck.
Per Leesun, from Shanghai, Dr. MacCarthy, Mr. G. Rome, and 83 Chinese.
Per Marla, from Saigon, 60 Chinese.
Per Pearl, from Singapore, 101 Chinese, and 18 for Hongkong.

DEPARTED.

Per Fungshun, for Shanghai, 40 Chinese.
Per Emmy, for Manila, 185 Chinese.

SHIPPING REPORTS.

The British steamer Marla reports: Strong winds from the Northward.
The Chinese steamer Leesun reports: Cloudy with strong monsoon.
The Russian barque Kalya reports: Light winds and calms throughout the passage.
The British barque Velocity reports: First part light variable winds and thick hazy weather, middle and latter parts strong Northerly gales with thick weather, accompanied with rain and high sea.
The British steamer Taitan reports: Left Foochow 9th inst. and had moderate and fresh monsoon to Amoy. Left Amoy 10th inst. had moderate monsoon to Swatow. Left Swatow 11th inst. had moderate and fresh N.W. wind and smooth sea to port. In Foochow—St. Hankow, In Amoy—H.M.S. Maggie, U.S. Flag-ship Tennessee, Mrs. Gordon Oates and Nemo. In Swatow—H.M.S. Nautilus, and S. S. Nova.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For HONOLULU and CALLAO.—Per Peruvia, at 9 a.m., on Sunday, the 13th inst., instead of as previously notified.

For SHANGHAI.—Per Fuyee, at 9 a.m. To-morrow, the 13th inst.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For MANILA.—Per ship Salisbury, at 9 a.m., on Sunday, the 13th inst.

For BANGKOK.—Per barque Cruswell, at 9 a.m., on Sunday, the 13th inst.

Per barque Thoon Kramom, at 1 p.m., on Monday, the 14th inst.

For AMOY, TAMSUI & TAIWAN.—Per Hailong, at 11.30 a.m., on Monday, the 14th inst.

For STRAITS SETTLEMENTS AND CALOUTTA.—Per Venice and Hindostan, at 2.30 p.m., on Tuesday, the 15th inst.

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet GEELONG will be despatched with the Mails for Europe, &c., on THURSDAY, the 17th inst.

The following will be the hours of closing the Mails, &c.:—
Wednesday, 16th inst.—
5 p.m., Money Order Office closes.
6 p.m., Post Office closes except the NIGHT BOX, which remains open all night.

Thursday, 17th inst.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with LATE FEE of 18 cents extra to Postage till
11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindisi, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till
11.50 a.m., when the Mail is finally closed.

Hongkong, January 7, 1878. ja17

MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet City of Peking will be despatched on SATURDAY, the 19th inst., with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

11 a.m. Registry of Letters ceases.
11.30 a.m. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, January 12, 1878. ja19

MAILS BY THE FRENCH PACKET.—

The French Contract Packet TIGRE will be despatched from Hongkong on THURSDAY, the 24th inst., with Mails to and through the United Kingdom and Europe, via Mauritius, Gallé, Australia, New Zealand, Tasmania, Fiji, Aden, Zanzibar, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked Paid to Gallé only; they will go on from Gallé as unpaid.

The following will be the hours of closing the Mails, &c.:—
Wednesday, 23rd inst.—
5 p.m., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.

Thursday, 24th inst.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m., Registry of Letters ceases.

10.15 a.m., Post Office closes except for Late Letters.
11.10 a.m., Letters (but Letters only) except those to and through Australia, may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 a.m., when the Post Office Closes entirely.

Hongkong, January 10, 1878. ja24

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES:—

St. John's Cathedral.—The Right Reverend Bishop Burton. The Rev. E. Davis, Acting Colonial Chaplain. At 11 a.m., Morning Prayer, &c.

Military Service.—Rev. J. Henderson, Acting Military Chaplain. At 8 a.m. Morning Prayer, &c.

Union Church.—Minister, Rev. James Lamont. Morning Service, at 11 a.m., Afternoon, 6 p.m.—Divine Service in Chinese, 2-3 p.m. every Sunday, with communion on first Sunday of every month.—Rev. Dr. Eitel.

St. Peter's German Church.—Rev. J. Henderson, Minister. At 8 p.m., Holy Communion, 1st Sunday in Chinese month.

St. Stephen's Mission Church.—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer:—Liturgy, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

Berlin Foundling House.—Service in the German language, by Rev. W. Louis, every Sunday, at half-past ten A.M., in the Chapel of the Berlin Foundling House, West Point.

Shipping.

Daylight.—Douglas leaves for Coast Ports. Noon.—Peruvia leaves for Honolulu, &c.

MEMOS. FOR MONDAY.

Shipping.
Noon.—Hailong leaves for Formosa.

Meeting.
9 p.m.—Meeting of Zealand Lodge.

General Memoranda.

TUESDAY, January 15:—

3 p.m.—Venice and Hindostan leaves for Singapore, &c.
Claims against the Estate of James Smith, formerly, deceased, must be proved on or before this date.

WEDNESDAY, January 16:—

Goods per Sindh undelivered after Noon, subject to rent and landing charges.

THURSDAY, January 17:—

Noon.—English Mail leaves for Ports of Call and Europe.
Goods per Galatea undelivered after this date subject to rent.

SATURDAY, January 19:—

Noon.—American Mail leaves for Yokohama and San Francisco.

FRIDAY, January 25:—

3 p.m.—Meeting of Shareholders of the H. O. & M. Steamboat Co., Limited, at No. 50 A, Queen's Road.
4 p.m.—Meeting of Shareholders of the H. K. Hotel Co., Limited, at Hongkong Hotel.

FRIDAY, February 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SURPLUSES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 8.00 p.m.

THE CHINA MAIL.

HONGKONG, SATURDAY, JAN. 12, 1878.

To resume our remarks on the new scheme for promoting emigration from China to Peru, it may be granted that former abuses were twofold, viz., ill-treatment of the Chinese labourers on the Peruvian estates; and fraudulent, forced shipment at this end. That those abuses shall not be again permitted is clearly the interest and desire of the two Governments concerned, and of their agents; and it is to our mind merely a question of ways and means, whether this imperative condition be satisfactorily carried out. It must be admitted that, from the very beginning of the recent negotiations affecting this question, the necessity for the most straightforward and open action has been steadily kept in view: the taint of old abuses absolutely demanded such caution, apart from other motives.

H. B. M.'s Charge d'Affaires at Lima, who it may be presumed was fully cognizant of the horrors of bygone days, and has made himself fully acquainted with the new scheme, has expressed himself altogether in favour of the proposed undertaking; and as the English officials resident in Peru had much to do with the downfall of the old system, it may reasonably be supposed that their opinion will have some influence in the inauguration and success of the new enterprise.

We have already quoted the views of the British Consul at Callao on the subject. As a result of the Chinese Commission to Peru, the real condition of the labourers on the estates there is now pretty well understood, and as, in accordance with the Convention, contracted coolies are gradually becoming free labourers, and those who desire to return to China are provided with free passages, the elements necessary for a revival of past abuses are gone, and the light of honesty and fair-dealing will now take the place of the dark dealings of duplicity and wrong which attended the trade of former days.

There are now, we understand, about forty thousand Chinese labourers in Peru imported under the old system, many of whom have refused the free passage home now offered them and have quietly settled down as colonists, while large numbers have re-engaged themselves on the estates at good wages. As the development of the enormous resources of Peru depends entirely upon the Chinese labourer, and the planters engaged in the present undertaking are now fully alive to that fact, there is little likelihood that anything more will be heard of severe treatment by cruel overseers such as we have had so frequently to record in olden times. The lynx eyes of the English officials resident there, the cautious observation of the Chinese officials who are shortly to proceed thence, the benevolent labours of the anti-slavery associations in England, and the constant communication which will now be opened between Peru and China by the new line of steamers, will form a sort of Protectorate which it will be all but impossible to mislead or evade. As we understand, also, that Messrs. Olyphant & Co. undertake to maintain a special and minute supervision of the labourers presented, shipped and forwarded to Callao—the name, native

place and occupation of every labourer being carefully recorded, for postal purposes or for the remittance of savings—every loop-hole appears to have been provided for in order to prevent the recurrence of any of the irregularities previously complained of. So much for the security promised at the port of destination.

How are the supporters of the new scheme to guard against the man-traps and crimps who have hovered round almost every form of emigration, forced or free, which has been attempted in any part of China? This can be best discovered by glancing at the mode of operation proposed by those concerned for obtaining emigrants. It is presumed that, under the new regime, thousands will be only too glad to leave the famine-stricken provinces of China to earn the ample wages of free labour in Peru; and the questionable aid of hired coolie-catchers is consequently dispensed with. As the emigrants going to Peru by the present line of steamers will in no instance be under any contract of service, they will be drawn from the quiet and orderly agricultural and labouring classes only; and beyond the merely commercial employment of brokers (as is carried on with the Pacific Mail Co.'s steamers) for passage tickets, no extraneous means whatever will, it is stated, be brought into play to procure passengers. The oversight of this portion of the proposed operations would, we should think, naturally and properly fall into the hands of the Hongkong Government and the Chinese officials of the neighbouring provinces of China. Of course the recent Treaty and Convention give the Peruvian Government a choice of all the Treaty Ports open in China; but no port could possibly provide so full and reassuring a guarantee of honest emigration like that of Hongkong. The stringent laws in force here with regard to emigration are calculated to carry out the views and intentions of the new organization; and so soon as the Home Government and the Executive here are fully satisfied that the motives of the present promoters are honest, and just and sincere—as we fully believe they will be ere long—the fact that the system centres in Hongkong is certain to prove a stimulus to legitimate emigration as well as a guarantee of the perfect freedom and honesty of the trade. In this connection it may be remarked that, although H. E. Mr. Pope Hennessy, in the exercise of his discretion, has temporarily withheld his official sanction to the shipment of the labourers from this port until receipt of more definite instructions from home, the Governor fully recognises the desirability of promoting emigration from China to other countries, if such can be conducted honestly and with advantage to the native labourers who emigrate. Although this proposition has not yet been practically illustrated under the proposed enterprise, it says something in its favour that the promoters have voluntarily come into Hongkong and asked that they should be assisted in attaining their object by means of the legal machinery now at the disposal of the Government here. It ought not to be forgotten, in an impartial review of all the circumstances of this new departure, that the Viceroy of the Kuangtung Province has satisfied himself that the scheme of Messrs. Olyphant & Co. is a bona fide outcome of the recent Treaty agreements between Peru and the Emperor of China. In a proclamation which has been posted at Canton, the fairness of the proposed arrangement is characteristically set forth; the unfair emigration, that it in any way resembles the late "coolie trade" (the Choo chai business), is particularly and forcibly represented; and all classes, high and low, are informed that Messrs. Olyphant & Co.'s intentions in this matter are of the most unimpeachable nature, and certain to tend to the good of those desiring to transfer their labour to Peru.

So far as Hongkong is concerned there is no doubt that, independent of the considerations as to security mentioned above, the establishment of the proposed line with its head quarters in this Colony would be a benefit to Hongkong in a commercial point of view. We are convinced that Chinese emigration is a good thing, especially to particular fields of usefulness such as those in Peru, where no competitive or rival animosities can be raised, as in California or Australia. It is only reasonable, therefore, that this newly-inaugurated enterprise should obtain a fair trial. On the face of it, there would seem to be every chance of success; and of this it is all the more deserving because, so far as its Hongkong promoters are concerned, we believe it will only be so by maintaining an honest and irreproachable character.

THE WAR.
LONDON, 10th Jan. 1878.

The Russians have crossed the Balkans near Teké.

Victor Emmanuel, the King of Italy, is dead.

THE WAR.
LONDON, 10th January, 1878.

The Russians have captured, after desperate fighting, the whole of the Turkish army at Schipka.

His Holiness the Pope bestowed his benediction upon the King of Italy.

LOCAL AND GENERAL.

TSANG AMUN, the man who was convicted for being a deserter from the Police force, and fined \$25 or 2 months' hard labour, was brought before Mr Russell again to-day. Mr Russell said he had some doubts as to the correctness of his decision in this case, as the man had been away more than one year. He would therefore annul his decision, and re-open the case on Monday. Meanwhile he would allow the defendant to be set at liberty on his own recognizance.

It is an open question whether the Turkish army in the Schipka Pass has been captured by an advance in that Pass by the Russians, or a repetition of the Russian manoeuvre in an early stage of the war, when General Gourko advanced through the Hanko Pass, came upon the rear of the Turks defending the Schipka Pass, and compelled them after a short but obstinate fight to surrender. Teké, where we were told in a recent telegram the Russians had succeeded in crossing the Balkans, is a town at the entrance to the Trojan Pass, about fifty miles west of Schipka. It seems almost incredible that the Turks can again have quietly allowed a Russian force to advance upon their rear in this manner. The Trojan Pass and the Schipka Pass are considered to be the only two practicable for the passage of the Russians at the present season of the year. Probably not more than 15,000 Turks were captured at Schipka, but the road across the Balkans is now secured for the Czar's troops.

NOTES FROM THE COURSE.
The eight Subscription Grifins that arrived by the steamer Amoy have now had a week's frolic at Happy Valley, to the danger of some of their riders and attendants, and the amusement of lookers-on. We cannot speak in any great praise of the ponies as a lot;—no doubt the Famine in the North and their unusually long passage from Shanghai, when food fell short, may account for the dejected appearance of most of them. The skittish pony, referred to in our last notice, still declines to settle down to honest work; and the "Regimental"—which ought perhaps now to be called the "Naval"—animal continues to command respect, more on account of his man-eating propensities than of his good looks. Mr Waxem's "White" seems to be a strong weight-carrying animal; but we cannot say so much for Mr Sydney's "Iron Grey," whose efforts to get round the Course are somewhat feeble. The joint venture of Messrs Paul and Annfield may prove a useful pony, but at present he is in very poor condition, and requires careful nursing. Mr Aberdeen's "Grey" has a fine tail, which is about all that can be said in his favour. Our old friend "The Doctor" potters round in his usual "short" style, to the apparent satisfaction of his owner; while the new importation from Shanghai, "Marble Arch" (whose name we are informed has been changed to "Blackmannan"), gets good trotting exercise, at which he excels, but trotting as a rule does not betoken speed. "Daybreak" is immensely fancied in certain quarters, and might with care be coaxed into condition. Of the Tientsin pair, the "light grey" is improving daily, and going very strong; but the other has been rather "off" this week and is a little puffy about the legs, which has necessitated gentler work; but Confucius nevertheless wears a beaming countenance. "Twinkle" and "Wild Oats" are trained in the afternoon, and from what we can see of them in their clothing, when returning from their labours, appear to be in excellent condition, especially the former.

POLICE INTELLIGENCE.
(Before James Russell, Esq.)
Jan. 12, 1878.

LARCENY.
Chan Ayan, a coolie, was sent to 21 days' hard labour for stealing a basket from Wing On Lau.

Leong Ashing, a hawker, was sent to 14 days' hard labour for stealing three cuttle fish at Aberdeen, and was further cautioned that on the next occasion he would be sent to the Supreme Court.

PIRATICAL.
Wan Afuk, and four others, were charged by Sergeant Grant with aiding and abetting pirates, on the 10th inst., on the high seas. After making the formal charge Sergeant Grant said he was instructed to ask for a remand. Remanded accordingly till the 14th inst.

LARCENY.
Li Ahing, a coolie, was charged by Chinese Constable Wong Ah with stealing an empty oil cask valued at \$1.50, the property of Messrs Blackhead & Co. Mr Russell committed him for trial, as there was a previous conviction against him.

ALLEGED KIDNAPING.
Wok Ahin and Wong Alan, hawkers, Chung Chaw, Ahmonner, and Tsai Ayan, and Ng Aho, widows, were charged with unlawfully detaining a girl named Mok Ying, 14 years of age, with the intent of obtaining a reward. Inspector Grey said that the girl's master had offered a reward of \$15 for her recovery, and had posted notices to that effect. The 1st and 2nd prisoners accordingly waived, on the master, and said they knew where the girl was, and the applicant gave them a paper certifying that he would pay them \$15 if they brought the girl to him. From what the girl had told him (the master) he had applied to have defendants arrested for detaining the girl.

Mr Russell intimated that he should send the case for trial.

The master was then examined; he said the girl was called Mok Ying, and was aged 14 years, and gave the date of her birth.

Mr Russell said that was 13 years and 4 months by calculation.

Continued: When he missed the girl he reported the matter at No. 2 Station, and then posted up placards, intimating that he would give \$5 to anyone giving information as to her whereabouts, and \$30 to anyone who would bring her. Yesterday afternoon about 4 o'clock, witness returned to his shop, and found the first and second defendants and the girl there. The first defendant showed him the placard which he (witness) had posted up, and asked for the \$15. The first defendant then produced a bill for \$15 signed by the accountant, but witness refused to pay it, saying that he should first see the Inspector of Police. Continued: I then went and saw the Inspector, and he directed me to bring the defendants to the Station, which I accordingly did. I know the 3rd and 4th defendants, but I have no knowledge of the other three. The 4th defendant sells cakes, and knows the girl.

Yue Ye Fung, declared, said:—I am accountant of the Sun Hing mandarin's shop at Wanchai. I know a little girl called Mow Kwok Oh. She is about 14 years of age and is a relation of the master of the shop. I am also related to the master. The 1st and 2nd defendants called and saw me yesterday, about 3 o'clock, and said "You are leaving rewards for the recovery of a girl." I said "Yes, that is true; do you know anything about her?" The 1st defendant said "Yes; and if I would make out a bill for the \$15, he would produce the girl. I gave the bill to the 1st defendant. The 2nd defendant said nothing in the shop. I went with them to get the girl, and the 2nd defendant then said, "when you get the girl, you must not heat her or she will run away again."

To Mr Russell.—I never beat the girl. Continued:—The child was brought to me by a woman; I cannot identify her. When the girl saw me she said "The man dragged me." This was in reply to my question as to how she came to be there, and it was said in the presence of the 1st and 2nd defendants. I then took the girl home in a chair, and told the defendants to follow me to the shop. The defendants never told me how they found the girl. I have no previous knowledge of the first two defendants. The master came home about 4 o'clock, and the 1st and 2nd defendants were subsequently taken to the Station by a Constable. I have no knowledge of any of the defendants.

Mow Kwok Oh, the girl in question, was then put into the box. She said, on the evening of the 9th inst. her master gave her 10 cash to buy oranges. She did not buy them, but met an old woman (4th defendant) whom she (witness) had known before. The old woman said she would take her a person at Sing Wan, and she could then have lots of servants of her own. Witness said she did not want to go, as her mistress was not at home. Continued:—The old woman put a handkerchief round my head like "Sam Shui Mui" and said, "Yes, do come." I allowed her to tie the handkerchief; I tied it myself, but she showed me how to do so. The old woman told me to go before her, and she would follow. She pushed me, I did not cry out. Shortly after this we met the 3rd defendant who spoke to the 4th. I did not understand what they said. The 3rd defendant took me to West Point, but the 4th defendant did not accompany us, but left us at Tai Wong Street. The 3rd defendant told me to go before him, and I objected, when he said "It is well to go." The 4th defendant came out of a house and said something to the 3rd defendant, but I did not hear what was said, and then I was taken upstairs to her house, and they asked me who I was; I told them and said I wanted to go home; they said, "If you go home your master will make mince-meat of you." I replied "No fear," and they said, "Don't go, don't go." I slept there that night and next morning, after breakfast I was taken to the next house by an old woman, who told me she had done this to prevent my master from seeing me. I said nothing, but cried.

(Another prisoner was here added to the list, viz. Tsai Yun Ohing, a widow.)

Continued:—I was taken to the next house and 6th defendant was there. The people in this house prevented my leaving the place. I there saw the 1st defendant and others, including the 4th defendant. The wife of the 1st defendant spoke to me and asked me where I belonged, and I told her. Two days later I was taken away by the accountant of my master's shop. I was well treated all the time I was in the house. The 2nd defendant was not there. The case was then remanded till the 14th inst.; and two more names, making eight in all, were added to the list.

UTTERING COUNTERFEIT COIN.
Tam Ahuk, a tailor, was charged with uttering four bad dollars at the Yu Tai Chandler's Shop, Market Street.

Wong Ayung declared, said, the defendant came to his shop yesterday to buy some rice, and tendered a dollar in payment of same; witness handed the dollar to the chief accountant, who proclaimed it to be bad. Defendant then came out of the shop and was arrested by the police.

Indice Constable 875 said that he saw the defendant in the custody of last witness, and from what was said he took the defendant to the station.

Mr Russell asked the first witness what he meant by saying the police arrested the defendant. If he (the witness) said that was not true in one particular his testimony was not to be relied upon at all.

The chief accountant (Au Ayung) was then called and stated that the defendant came to the shop 6th four consecutive days and on each day passed a bad dollar. He (witness) was perfectly sure of defendant's identity, and he knew the dollars in Court were those he received from the defendant because he had not taken any other Mandarins dollars on the first three days. Witness did not discover the dollars were bad till the third day. The general appearance of the dollar was good and it was only by boring that their business could be detected. Witness was perfectly certain that he received the four dollars in Court from the defendant.

The Police Court Sheriff was called and proclaimed the dollars bad; they contained about 20 per cent. of silver.